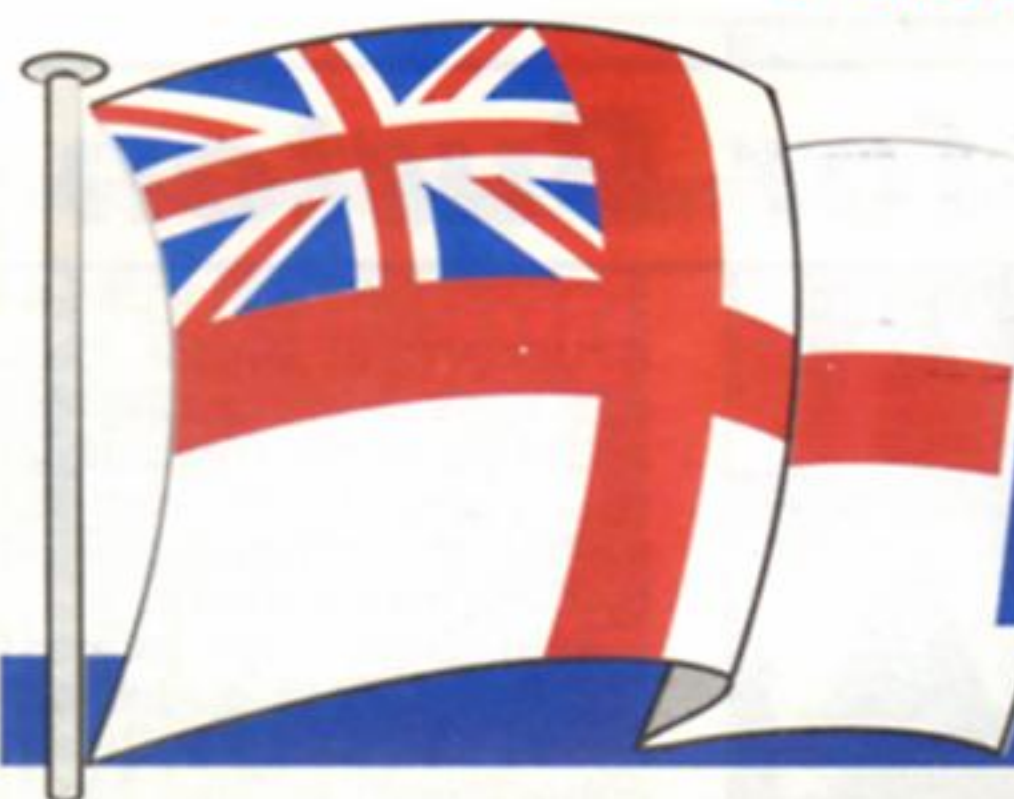


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50TH ANNIVERSARY YEAR



# Navy News

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JANUARY 2004 £1.20

Dinner with  
calendar girl  
Nell – p3



Jumbo party! – p9



## View from the top

ON hearing the news of Saddam Hussein's capture, Admiral Lord Boyce, who as Chief of Defence Staff oversaw the British operation to topple the tyrant, told *Navy News*: "This will be a great morale booster for our people, including the Coalition forces. One of our aims was to find this guy, after all, and I hope it will at least undermine the Iraqi-led terrorism."

Newsview – p20

● The message from the control tower at Basra Airport

Picture: LA(PHOT) Wheelie Barrow

## All of a piece with *Master*

PO(PHOT) Steve Lewis' stunning photograph of HMS Victory's bowsprit, taken as the 238-year-old ship completed re-rigging, looks like a scene from *Master & Commander*, the hit movie set in 1805 starring Russell Crowe.

See page 24.

# POWER AT SEA POINTS INLAND



AMPHIBIOUS forces will form the cornerstone of Naval strategy and strike power in the opening years of the 21st century, Defence Secretary Geoff Hoon has declared as he shapes the Royal Navy of the future.

The grand vision for the Senior Service of the future – laid down in a White Paper issued last month – is a force able to respond swiftly to crises and situations around the world, with the emphasis on Naval power at sea projected inland.

Sailors and Royal Marines will have to wait until later this year for the specific details and changes to the current and future capabilities of the RN.

Announcing the paper – Delivering Security in a

● Turn to back page

PRINT dates for *Navy News* will be slightly later this year – so please be patient when waiting for your copy!

■ SEABORNE TERROR – THE NEW THREAT? p21



## D-Day show set to go with a bang

FORMER employees of the RN's ammunition depot in Gosport are needed to mark the 60th anniversary of the Normandy landings.

Explosion! the museum of Naval firepower is planning an exhibition to mark the efforts of armaments staff in the run-up to the invasion of occupied Europe.

The museum is housed on the site of the former Priddy's Hard depot - which in 1944 was among the busiest sites in the UK in preparing for the great crusade.

At the peak of activity, 4,000 people worked on the site filling cartridges, repairing guns and mines and building the boxes which stored supplies.

Old photographs, memories and volunteers for the exhibition - *The Blunt End: the build-up to D-Day at Priddy's Hard* - are needed.

The display will run from May 22, 2004 until January 9, 2005.

Details from Explosion! curator Chris Henry on 023 92 505600 or via e-mail at c.henry@explosion.org.uk



## Tailored for Burton

STUDENTS at Burton College have been finding out about life in the Royal Navy with a special visit from the mobile recruiting team led by CPO Bob Gilmore.

Said Bob: "The interest in the sea from Burton-on-Trent is of significant importance to the Naval Service. Long-established links with the town include Sea Cadets and HMS Victorious."

"Students from the College have taken up meaningful and rewarding Naval careers and several are currently serving as caterers, medical assistants, mechanical, electrical and air engineers and also as computer experts."

Burton College runs a variety of courses for people who would like to join the Royal Navy. To find out more call 01283 494400.

# Titanic auction commands top prices

TITANIC artefacts and Naval paintings smashed the asking prices when they were auctioned in London last month.

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OM(W) Rosie Bowen



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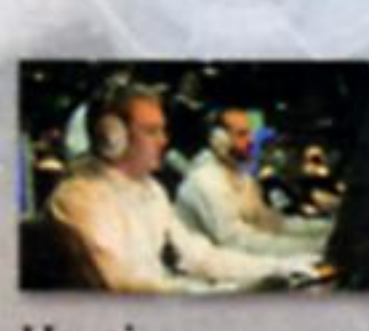
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Intrigue...



Heroism...



and Drama on the High Seas



Cdr R.A.A. Thomas MBE, CO HMS GRAFTON:  
"You want me to do that RAS again, because the sun was in the wrong place?"

Helga Dowie, Line Producer:  
"How many en-suite cabins do you have onboard available for our use during filming?"

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Poster produced by DCC(Navy)

Private collectors and museums fought fiercely for the personal papers of Charles Lightoller - the most senior surviving officer of the doomed liner.

As last month's *Navy News* highlighted, items from Lightoller's brief Titanic career and illustrious service in the RN in both World Wars went under the hammer at auction house Sotheby's.

Staff had expected feverish interest in the ex-commander's papers, but even they were surprised when the collection was sold for more than £66,000 - double what Sotheby's predicted.

Pride of place went to a menu for crew from the brief spell Titanic spent on trials before her fateful maiden voyage.

A Belfast museum - the ship was built there by Harland and Wolff - forked out £28,800 for the menu; the top value the auctioneers put on it was £12,000.

"We knew the menu was extremely rare but obviously it still doubled its pre-sale estimate which is very exciting," said Catherine Southon, Sotheby's memorabilia specialist.

"The imminent bicentenary of Nelson's death meant we also received some encouraging results for Nelson memorabilia."

A revolving bookstand made from Nelson's flagship at Naples went for £780. Among other high-value items sold were two pictures by William Wyllie - his oil painting of the arrival of the French fleet in Cowes Roads in 1906 which fetched £32,400 and *Pushing Down Against the Flood* (1902) which was bought by a private collector for more than £45,000.

## FIGUREHEADS



### HMS ORESTES

ONE OF the most attractive and visually interesting male figureheads in the collection of the RN Museum at Portsmouth is that of HMS Orestes.

Like many carved for the British Admiralty during the 18th and 19th centuries, the subject was taken from Greek mythology, a source of endless inspiration for the carvers of the day.

Orestes was the son of Agamemnon and Clytemnestra, the hero of several Greek tragedies who in time would become the King of Argos.

He is represented by the carver in classical military form with a youthful face and flowing costume, upper arm and shoulder armour and a large and impressive gold helmet.

The figurehead was carved for the first sloop in the Orestes class from the design by Professor Inman, launched at Portsmouth on May 31, 1824 together with her sister HMS Champion.

Both 460-ton vessels had 18 guns, 16 32pdr cannon and two 9pdr carronades and carried a crew of 125 officers and men.

Like so many minor warships of this period, Orestes had a relatively unsuccessful Service career. She was built to bulk up the Service to be used if and when needed and by 1852 was used as a coal hulk in Portsmouth Harbour under the name C28, the name Orestes being re-used in 1860 by a wooden steam corvette.

By 1890 C28 was no longer needed and she moved to Plymouth to be sold out of the Service for breaking in 1905.

It is thought the figurehead was removed around this time before the move to Plymouth and given to the old Dockyard Museum in 1906.

It was transferred to the newly created Royal Naval Museum in 1938.

Orestes was the subject of a full restoration project in the late 1980s and stands today as one of the icon carvings in the Museum's collection.



# Model girl Nell wraps up warm

## Submarine Museum looks to 'dynamic' future

VISITOR figures at the RN Submarine Museum dipped noticeably in the past 12 months – but those who did come spent more.

The annual report of the Gosport memorial and museum to the silent service for the 2002-03 financial year shows that, despite a few blips, it is in good health for the future.

Visitor numbers were disappointing, with 16 per cent fewer people choosing to tour the museum in 2002/03 – 64, 100 in all – than in the previous 12 months.

The drop is attributed to a particularly good 2001, which was the centenary of the Submarine Service and also saw Holland I restored and unveiled in a new hall.

The tail off in interest in 2002-03 was balanced by tourists spending much more on gifts during their visits.

Other good news for the museum is the support it gets from schoolchildren – 4,000 a year now learn about the Submarine Service – and more than nine out of ten tourists rated the museum as 'very good' in an official survey.

Vice Admiral Sir Roy Newman, chairman of the museum's trustees, said with plans for a new exhibition hall – the Fieldhouse building, in memory of the late former Flag Officer Submarines and First Sea Lord Admiral of the Fleet Lord Fieldhouse of Gosport – a revamp of HMS Alliance and the weapons gallery, the next few years would be dynamic.

"Once that is complete I believe that we will have fulfilled the dreams of those who started the museum in a single metal cabinet over the submarine church in HMS Dolphin," he added.

WEARING a lot more clothes than we are used to seeing her in, model Nell McAndrew gets support from the Navy for her new calendar competition – winners PO WEM Ian Davies (HMS Collingwood), Chef Graham Nicholson (HMS Nelson) and LMEA Terry O'Keefe (HMS Sultan) were wined and dined by her after she visited Portsmouth Naval Base.

Picture: PO(Phot) Gary Davies



# Historic move to Portsmouth coming soon

A TREASURE trove of Naval heritage is being moved to Portsmouth with the transfer of the Naval Historical Branch from London this year.

Among the items in the collection is Captain Cook's original chart of Newfoundland – one of more than 100,000 items which will be located in the Naval Base.

The Naval Historical Branch has outgrown its current home at Great Scotland Yard, just off Whitehall, and will move into the ground floor of No. 24 Store, an 18th century Grade Two listed storehouse in the heart of the base.

As well as books and documents from London, the new premises will house items from a subsidiary branch collection at the Hydrographic Office in Taunton.

The new 10,000 sq ft complex will include a specially-ventilated repository to help protect archived material, offices and a reading room available to the public by appointment.

Jock Gardner, one of four historians among the Branch's ten staff, said: "The move to Portsmouth will allow the branch to operate more effectively. And the new air-treatment system will mean the material will have the greatest chance of surviving for the greatest length of time."

The Branch was formed in 1903 to provide historical advice to the Royal Navy, Government departments, academics and Parliament. Although it does not determine policy, it advises on historical precedent.

"We are the Navy and MoD's corporate memory, and moving to Portsmouth will ensure we can fulfil that role for many years to come," said Mr Gardner.

Advising the media has also become a feature of the Branch's work – staff have recently assisted documentary makers at the BBC

and Channel 4, and helped producers of the *Making Waves* drama series which will be broadcast by ITV in the New Year.

About half of the items on the move are from the Admiralty Library, which forms part of the Branch. They include documents on naval history, policy, doctrine, tactics, operations and aviation, plus Parliamentary reports.

Among the odder items are references to the Navy's attempt to train seagulls to defecate on enemy periscopes, reports on the difficulties of landing camels from ships and the amount of nitro-glycerine capable of being extracted from lard.

Havant-based construction firm Henry Jones has won the £1.4m contract to create the facility, which is due for completion in July.

# Prince points the way for ex-Service homeless

THE PRINCE of Wales has met homeless ex-Service people and those involved in Project Compass, the programme that is helping to get them back into employment.

Project Compass is run by Business Action on Homelessness in partnership with Training for Life and is supported by the MOD and key defence companies.

The Prince, accompanied by Minister for Veterans Ivor Caplin, highlighted the importance of helping homeless ex-Service people with the transition from being dependent and vulnerable to regaining self-confidence and becoming employable and living independently.

His first stop was Thames Reach Bondway's Graham House in Vauxhall to meet former members of the Services who had experienced sleeping rough on the streets of the capital.

From there he went on to Crisis Skylight, an activity centre in East London run by homelessness charity Crisis. This opened a year ago and offers a range of classes and workshops where homeless people can learn new skills, make friends and build confidence.

Project Compass manager Patrick Lyster-Todd, a retired lieutenant commander, told *Navy News*: "A small proportion of vulnerable former Service personnel find themselves homeless and jobless every year. Project Compass aims to help these veterans reintegrate back into society."

"One of the underlying principles of Project Compass is that training to boost the self-confidence of the homeless ex-Serviceman combined with work preparation leads to sustainable long-term employment."

Said Mr Caplin: "This project will provide good opportunities for homeless ex-Servicemen and women, many of whom have the skills and training to take on employment."

"The MOD is very keen to be working closely with organisations and businesses which can make a real difference in supporting the journey from homelessness to self-dependency."

# You read it here first

DUTCH physician Cornelis Van Drebbel demonstrates his 'Submarine Boat' to King James I against the 1620 London skyline dominated by the original St Paul's Cathedral, destroyed in the Great Fire of 1666.

The subject of the Royal Navy Submarine Museum's Christmas card is the earliest submarine on record – ie a boat that can be submerged and then propelled underwater – although the earliest recorded mention of such a vessel occurs in the writings of an Englishman, William Bourne.

In a book published in 1578 he gives a remarkably accurate exposition of the principles that govern the modern submarine. All that is necessary to make a boat that will go under the water and then surface at will, he explains, is to construct it in such a way that the volume of water it displaces can be varied: "...any magnitude of body that is in the water, if that the quantity of bignesse, having alwaies but one weight, may be made bigger or lesser, then it shall swimme

when you would, and sinke when you list..." To vary the 'bignesse' was to make "the joints or places that doo make the thing bigger or lesser of leather; and in the inside to have skrewes to winde it in and also out againe..."

Bourne never put his theory to the test, but some have argued that had he implemented his plans with the same amount of detail he put into outlining them, he would have stood a good chance of success.

Drebbel built at least three submarines and delighted Londoners with his demonstrations. No contemporary drawings of them exist but there are so many references to them that he may be regarded as 'the father of submarines'. One apparently contained twelve rowers and still had room for passengers – including on one occasion, James I himself, although this seems unlikely.

They seem to have been constructed of greased leather stretched over a wooden frame containing goatskin bags which could be filled for water for submerging and then squeezed out for rising.





## Invincible Merlin squadron is formed

THE ROYAL Navy's second front-line Merlin squadron has entered service at RN air station Culdrose in Cornwall with the rededication of 820 Naval Air Squadron.

The new squadron will form the Maritime Patrol Helicopter element of the Tailored Air Group (TAG) of newly-refitted aircraft carrier HMS Invincible.

Aircraft from the squadron have already taken part in a series of exercises with the carrier, and 820 NAS is due to travel with the ship to the Eastern Atlantic for a major deployment later this year.

The Commanding Officer of the squadron, Lt Cdr Richard Dane, said: "The rededication of 820 Squadron marks yet another major milestone in bringing Merlin to front-line operational service."

"Merlin is a hugely capable, multi-mission helicopter that impresses each time it gets airborne. It has already made a substantial contribution to the Royal Navy's effectiveness."

Guest of Honour at the ceremony was Rear Admiral Ron Christenson, Group Managing Director of Lockheed Martin UK, the prime contractor for the Merlin helicopter.

Rear Admiral Christenson flew Sea Kings with 820 NAS some 20 years ago on a US Navy exchange appointment with the RN.

On completion of the ceremony the rededication cake was cut by Mrs Fiona Dane, wife of the Commanding Officer, and WTR Helen Thacker, the youngest rating in the squadron.

## Bomb destroyed

A BOMB disposal unit from the Royal Navy has destroyed a 2,000lb German World War II bomb in the Thames Estuary off Canvey Island.

The bomb, discovered on the bed of the river by a fishing boat, was dealt with by the Southern Diving Unit 2 (SDU2), based at Horsea Island in Portsmouth, who moved it to mudflats to avoid any threat to a nearby gas depot before blowing it up.

## Cold comfort

ROYAL Marines of 3 Commando Brigade are preparing to deploy to Norway for cold weather training.

First-timers start with the Novice Ski Survival course, after which a range of training will include parachuting, helicopter drills and live firing, culminating in an exercise involving new Landing Platform Dock HMS Albion.

## Anniversary for Gleaner

A CELEBRATION has been held at Devonport Naval Base to mark the 20th anniversary of the entry into service of the Royal Navy's smallest ship.

HM Survey Motor Launch Gleaner, at 16m long, may appear insignificant when compared to her big sisters – but she is packed with state-of-the-art surveying equipment, and has been busy in

recent weeks conducting a routine re-survey of Plymouth Sound and the River Tamar.

More than half of her 22 Commanding Officers joined current CO Lt Cdr Matt Syrett for Gleaner's big day.

● HMSML Gleaner during her survey work period in Plymouth Sound and the River Tamar



# Ledbury is pioneer for unmanned refits

MINE countermeasures vessel HMS Ledbury is pioneering a new refit procedure which could have a major impact on the lives of ship's companies in the future.

According to the Commanding Officer of the Hunt-class vessel, Lt Cdr Peter Olive, refits have traditionally brought mixed blessings for sailors and officers – although they are in the UK, they are often away from the ship's base port, their homes and families.

Navy chiefs have identified this as an area where the Fleet's Rebalancing Lives (RBL) initiative could bear fruit, and have ordered a trial involving Ledbury to see if it is possible to conduct such refits with the ship completely unmanned by Naval personnel.

Normally a crew will stand by a ship in refit, and although most of the work is carried out by the contractors, sailors and officers provide duty watches as well as carrying out routine maintenance.

With an unmanned refit, even these tasks are carried out by the contractors – for Ledbury, BSSL in Rosyth.

Once Ledbury was lifted out of the water, her ship's company headed back to Portsmouth, where a suite of offices had been allocated to them.

The officers and senior rates are able to conduct business as usual from their remote base – but the change for the junior rates is marked, allowing them to undertake a wide range of activities from courses to adventurous training.

Lt Cdr Olive said: "Our aim here has been to employ our sailors usefully to prepare for the post-refit period, but also to try to fulfil advancement, career and personal objectives."

"For example, our Leading Chef is currently on loan to the Portsmouth Retinue, an ambition he has always held, while one of my OM(MW)s is working in the PT Shop at HMS Dryad, while he prepares for the PTIs course."

Another advantage of the unmanned refit has been the opportunity to catch up on leave – Ledbury had a long deployment to



the Gulf earlier this year.

OM(MW) Cox said: "This has been a great period of payback after a long, difficult time away. You really feel like the Navy has made a lot of effort to get this one right."

There were concerns that such a hands-off approach to a refit might bring risks – the engineers were worried that without the ability to monitor progress on a daily basis, things could go awry.

But the strong refit team in Rosyth, formed from SFM(R) – representing Fleet's interests – and the Warship Support Agency, together with a real commitment by BSSL to make the project work, ensured that this was not the case.

Regular reports and visits have given Ledbury's engineers confidence – so much so that they recently managed some adventurous training in Wales.

Unmanned refits represent a huge commitment on behalf of the Navy to improving the lot of sailors in the UK, and complements other initiatives aimed at rebalancing the lives of crew who return from the busy operational programmes that are now the norm for Fleet, said Lt Cdr Olive.



● Second Sea Lord Vice Admiral James Burnell-Nugent (foreground) lines up with his staff for the RN Fitness Test

## Second in the lead

SECOND Sea Lord Vice Admiral Burnell-Nugent led from the front when asked to encourage the 'block-testing' of units or departments for the RN Fitness Test.

Admiral Burnell-Nugent brought his entire staff – including at least one representative of every rank – to undertake the test, and all bar one were successful.

The Admiral himself achieved a 'good pass' – which would have been a pass for a man 15 years his

junior – while his Chief of Staff, Rear Admiral Melly, achieved an excellent pass, worthy of a man 25 years his junior.

The test was witnessed by Army and RAF PT staff attending the inaugural Tri-Service RNFT course at HMS Temeraire in Portsmouth, which will allow RN staff serving with Army or RAF units to undertake the RN over-40s Rockport Walk and use heart rate training equipment available to the rest of the RN where there are Navy PT staff.

Which, of course, removes an excuse for RN personnel not taking the RNFT in their fitness testing year!

## Chilean frigate fights off friendly 'attackers'

CHILEAN frigate FFG Almirante Williams has been subjected to simulated air attacks as part of the training programme which follows her sale.

The former HMS Sheffield, a Type 22 frigate, has been undergoing a training package conducted by Flag Officer Sea Training (FOST) out of Devonport Naval Base.

She was 'attacked' by Hawk and Falcon aircraft which simulated the kind of onslaught a warship could expect from jet fighters and missiles.

As well as her air defence skills, the ship will also have to survive emergencies such as missile strikes, flooding and fire.

FOST staff train warships from navies across the world who recognise the Royal Navy's reputation and experience in preparing personnel and their ships for peak operational readiness.

On completion of her training in the West Country the ship will sail to her new home in Chile for the first time.

## Medics to study health of troops

THE HEALTH of Service personnel involved in recent operations is to be monitored by a new medical unit specialising in the wellbeing of the military.

As troops and equipment were being deployed on Operation Telic, the King's Centre for Military Health Research (KCMHR), based at King's College in the University of London, was asked to undertake a detailed study of a large number of those deployed, and to monitor their health after their return, over a number of years.

Surg Lt Cdr Neil Greenberg RN, who works with the KCMHR, said: "This also gives us an opportunity to answer many other questions not directly connected with Operation Telic, and relevant to all in the Armed Forces."

"For example, how are families affected by the stress of any deployment? How do people fare after they leave? Who does get a job? And who doesn't?"

"Is it possible to spot those among them who may have problems when they leave whilst they are still in Service, and hence do something to help?"

"Overall, this is an opportunity to look at a whole range of issues, and to put both the benefits and risks of military service into context."

Of the KCMHR, Surg Lt Cdr Greenberg said: "This is a new unit. It has been created to increase our understanding of the problems associated with military service, in both serving and ex-serving population."

"We are funded by a variety of organisations, including the Ministry of Defence. However, we are fully independent of the MOD."

"We have already carried out the largest amount of research in the UK on the health effects of the 1991 Gulf War, looking for example at the possible effects of medical countermeasures such as vaccinations, and much else besides."

The new research programme will mean the unit contacting more than 16,000 Service personnel at random across all three Services.

"We will be asking people to fill in a questionnaire about their military experiences on recent operations, which might be Iraq, Afghanistan, Sierra Leone, former Yugoslavia and many other places."

Researchers will be visiting bases in the coming months to recruit volunteers and to explain the study.

Surg Lt Cdr Greenberg said it is important that anyone who receives a questionnaire should complete and return it, as it is designed to see how people fare in the long-term.

"This is an important study, supported by the key people with the responsibility for these personnel issues," said Surg Lt Cdr Greenberg.

## New decoy system is tested

THIS sleek missile roaring out of a tube aboard HMS York is the first sight of the Navy's newest defensive system in action.

The Type 42 destroyer successfully fired the first of the new Active Decoy Rounds (ADR), the next generation of last-line defences to protect warships and auxiliaries from missile attack.

The 3ft long decoy is the most advanced electronic defence round in service with any of the world's navies, and is now being fitted to RN vessels.

York was picked as the first warship to test the system, which adapts the existing Seagat decoy and countermeasure equipment.

"This was the best thing I've done as an electronic warfare director – it's why I selected to become one. None of my counterparts in the warfare branch

ever get such responsibility at such an early stage of their career," said LOM(EW) Pasquale, of HMS York, who pressed the trigger to launch ADR during trials in the Portsmouth exercise area.

"Electronic warfare in the Royal Navy is way ahead of the rest of the world."

Experts at BAE Systems spent eight years designing the decoy – a sort of electronic 'magnet' which draws missiles away from ships towards itself.

The decoy is fired from a ship and then slowly drifts down under a parachute, transmitting an electronic signature which dupes incoming missiles into thinking the decoy is actually the target.

ADR will be fitted to all warships frigate-size and above and corresponding vessels in the Royal Fleet Auxiliary, with the first systems becoming operational this year.



● HMS York fires the first of the new Active Decoy Rounds

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Ships of the Royal Navy No 578

# Queen of the Severn seas

**I**T took just five days for HMS Severn to show what she was capable of.

And the Navy will see much more of her in the next five years.

The offshore patrol vessel is the second of three River Class ships the Navy has commissioned in a unique deal with industry.

But the deal which secured the 1,700-tonne ship is only one of the 'sea changes in thinking which sets Severn and her sisters apart from the venerable Island Class boats they replace.

HMS Severn and her sisters HMS Tyne and the brand-new HMS Mersey which was being handed over as Navy News went to press are all owned by shipbuilders the VT Group and leased to the RN for the next five years – with the option to continue to lease, buy them outright or hand them back to the Hampshire-based defence firm.

Severn herself – the ninth RN vessel to bear the name – is a couple of generations ahead of the Islands, the last of which

paid off last month.

Gone are the old voice tubes, old style ship's wheel and an engine room with engineers constantly checking machinery.

Severn is fitted with the latest communications system, electronic charting and her computer-run machinery means there is no need for a human watch-keeper.

Crew take it in turns to sail the ship. Of the 43 men and women assigned to Severn, one third will be off-ship at any one time either on leave or shore duty.

That system, plus the technological improvements, means the RN can expect to get 320 sea days from HMS Severn every year – a huge improvement on her predecessors.

When they are on board, crew enjoy living standards unsurpassed by most present RN vessels – with the possible exception of HMS Endeavour.

Two-berth en-suite cabins are the norm in Severn and her sisters; the class boasts a ward room at least on a par with Type 23 frigates for comfort and size. All cabins have computer



● HMS Severn, seen here on trials off Portsmouth before she was officially handed over

sockets, telephone connections, TV aerial plugs and 240V wall sockets to add to the creature comforts on board.

That, of course, is not what Severn was built for. Her primary purpose is to ensure fishermen of all nationalities abide by international rules and regulations in waters around the British Isles.

But beyond that first function – carried out in conjunction with the Department of the Environment, Fisheries and Rural Affairs, which provides aircraft to assist the RN in its fishery duties – Severn and her sisters serve as general duty

patrol ships.

They have been designed with anti-drug surveillance work – in co-operation with Customs and Excise – counter-terrorism, environmental protection duties, search and rescue, and mine warfare support in mind.

On a daily basis, the fishery patrol ships act as the eyes and ears of the RN in home waters.

To assist in those duties, the ship has two Pacific 22 Mk II ribs which are faster and capable of operating in rougher conditions than previous models.

Severn took up active duties in October and within five days of her first patrol, crew caught the trawler Lilly L in the Western Approaches.

The fishing boat was discovered with illegal quantities of angler, cuttle and other fish in

her hold., earning her captain a £2,300 fine.

She builds on a reputation begun with a 50-gun fourth rate built in 1695 and culminating in Severn No.8, a submarine which sank the German prize SS Monark during the Norwegian campaign in 1940 and the Italian SS Polinnia in the Mediterranean the following year. She later landed special forces in Sardinia before the Navy paid her off in 1944, converting her for training purposes.

The seventh Severn also served the White Ensign honourably. A monitor originally built for Brazil, when war came in 1914 she was commandeered by the British and proved her value by sinking the German cruiser Konigsberg.

## Facts and figures

**Class:** River Class Offshore Patrol Vessel  
**Pennant number:** P282  
**Builder:** VT Group, Woolston  
**Launched:** December 4, 2002  
**Commissioned:** July 31, 2003  
**Displacement:** 1,700 tonnes  
**Length:** 79.5m  
**Beam:** 13.6m  
**Speed:** In excess of 20kts  
**Range:** 5,000 nautical miles  
**Complement:** 43, with two thirds aboard at any one time  
**Machinery:** Two Ruston 12RK 270 engines developing 4125kW @ 1,000RPM; controllable pitch propellers; 280kW bow thruster; Vosper Thornycroft control and monitoring system  
**Weapons:** 1x20mm BMARC KAA gun, 2 GPMGs  
**Aircraft:** None, but space on aft deck for helicopters to winch personnel on and off  
**Additional equipment:** Two Halmatic Pacific 22 Mk II ribs, top speed in excess of 30kts  
**Role:** Fishery protection, general purpose patrol ship, counter-drugs/counter-smuggling operations, search and rescue and assistance for other mariners

## BATTLE HONOURS

Algiers.....1816  
Belgian Coast.....1914  
Konigsberg.....1915  
Norway.....1940  
Atlantic.....1940-41  
Sicily.....1943  
Aegean.....1943-44

## AIRCRAFT OF THE ROYAL NAVY No 87



● A Seafire III takes off from the flight deck of HMS Hunter

Picture: Fleet Air Arm Museum

# Supermarine Seafire III

**THE** nautical variant of this legendary fighter took its lead from the Hurricane.

When the Sea Hurricane proved its worth as a carrier-borne and catapulted aircraft, the Admiralty decided to adapt the Spitfire for operations at sea.

After successful trials aboard HMS Illustrious at the end of 1941 with a slightly adapted Spitfire, the Fleet Air Arm decided to press ahead with converting Mk VB Spitfires into naval variants.

Thus was borne the Seafire IB, 48 of which filtered through to the front-line through early and mid 1942.

Within a year modifications and upgrades passed through the Mark IIC – 400 of the machines were built – until the Seafire reached its wartime apotheosis in the Seafire Mk III.

With its Merlin engine, a manually-folding wing to improve deck handling and the ability to be launched in a rocket-assisted take-off, the Mk III proved a formidable carrier-borne fighter-bomber; more than 1,100 rolled off the production lines between 1943 and 1945.

The Mark III saw action over the beaches of Salerno during the invasion of mainland Italy in

1943. In five days, 879 NAS flew 75 sorties from HMS Attacker.

Naval air support proved crucial in the Mediterranean landings 11 months later when Seafires operating from escort-carriers assisted over the British sector of Operation Dragoon, the invasion of southern France.

By that time, Seafires had already been operating in the skies over Normandy for more than two months. NAS units were among the first to fly from temporary air strips in northern France as the Allied beachhead was extended, before being returned to Naval command in mid-July.

As the Naval air war in Europe was superseded by events in the Far East, so Seafires found themselves operating with the British Pacific Fleet. By mid-1945, eight squadrons were operating the aircraft in the war against Japan from fleet and escort carriers. Seafires saw action over Truk, Rangoon and Penang, and latterly, over Japan itself.

By the war's end 1,699 Seafires with Merlin engines had been built, but their post-war service was brief. The last Mark III was phased out of service in 1946.

**Oops...**

A number of readers correctly pointed out that the photograph of a Nieuport Nightjar (December's Aircraft of the Month) was in fact a Bristol Scout. The image was provided by the Fleet Air Arm museum in Yeovilton, whose staff have now re-captioned the picture in their archives to prevent a repeat of the mistake...

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7.8% APR	£5,000	Monthly	£102.41	£76.85	£125.12	£100.35	£182.28	£155.71	£254.80
		Total	£8,602.01	£6,455.41	£7,506.96	£6,021.01	£6,561.78	£5,605.38	£6,115.02
8.7% APR	£3,000	Monthly	£103.11	£47.36	£76.57	£61.41	£110.72	£94.58	£154.17
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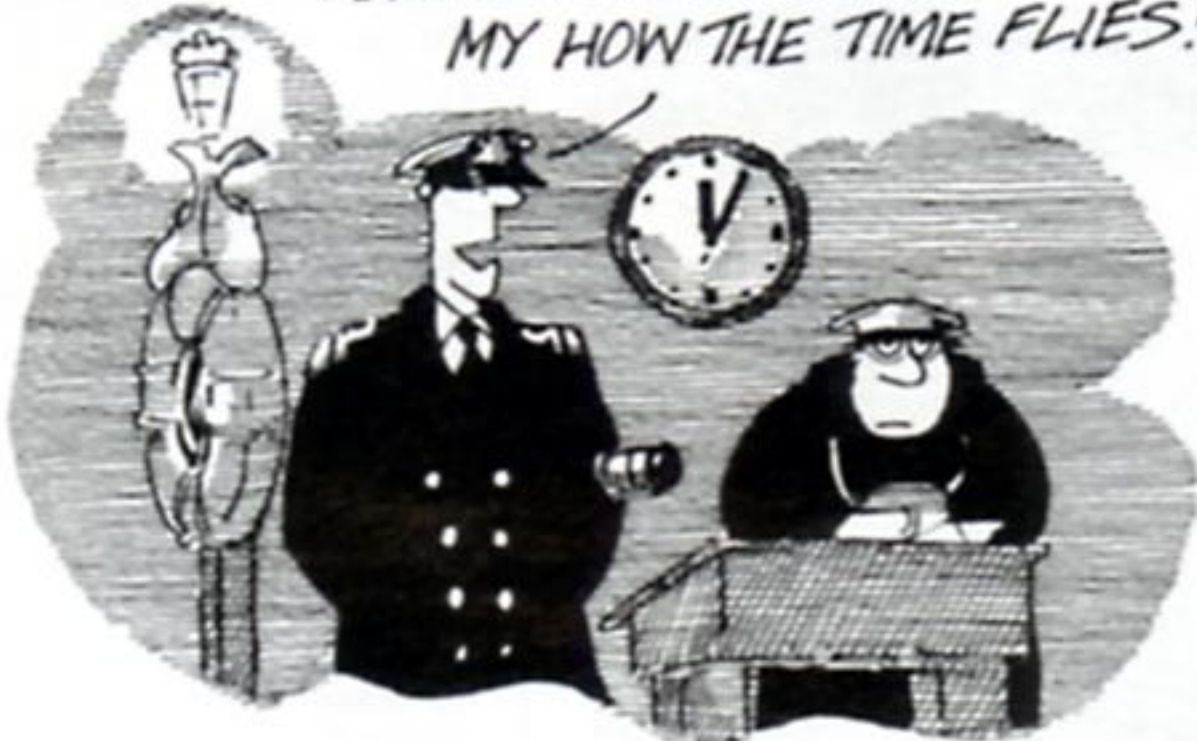
## Letters

# JACK

BY TUGS

ANOTHER NEW YEAR!  
MY HOW THE TIME FLIES!!

NO SIR! NOT IN THE  
MIDDLE  
IT DON'T!



### Indian welcome

I READ with interest your report on the 'first visit to the Andaman Islands since 1955 (August issue).

This is not so! In November 1963, just after the assassination of President Kennedy, HMS Amphion was detached from a fleet deployment to Karachi to work out of Port Blair with the Indian Navy.

We gave 'clockwork mouse' running to a large section of the Indian Fleet and were given wonderful hospitality by the flagship Delhi and our chummy ship Betwa in particular.

We took two Indian admirals to sea (I think their names were Sampson and Soman), went on to Shikar - what beautiful islands - visited the match making factory and played tennis.

I suspect it was the closest I ever got to experiencing the life of the 1930s Navy.

We glanced off an 'uncharted pinnacle' What fun it was. - Cdr T. Honnor, Nairn, Scotland.

### Wrong tune

WITH reference to the nice story from M. Cross (November issue), in my 11 years service I can never recall the Ensign being hoisted in a morning to the tune of the National Anthem.

Surely it was the bugle call 'Colours' which was sometimes played by the RM Band.

Gunnery Instructor rank came in after the war, I believe. In 1941 they were referred to as GMS - Gunners Mates. - A. Aston, Cannock, Staffs.

### Sunk in error

REGARDING HM Submarine B2, lost on October 4, 1912 (October issue) believe she was lost as a result of a collision with the SS Amerika, not by "enemy attack". - R. H. Read, Liverpool, NY, USA.

# Carrier names don't carry enough weight

I FEEL I have to express my disappointment with the names for the Royal Navy's future capital ships, HMS Queen Elizabeth and HMS Prince of Wales.

To my mind the purpose of these large craft is one of force projection anywhere in the world, so one would reasonably expect the names of these vessels to at least portray this maxim.

I can't imagine that news of the 'Queen Elizabeth Battle Group' being 'parked' off a potential enemy's coastline would make them quake in their sandals!

Whilst I consider myself a Royalist who supports the monarchy, I believe that capital ships should bear names that reflect their purpose and status.

Such as Indefatigable, Indomitable, Furious, Glorious to name but a few.

Surely there must be a wealth of these far more preferable names from which to choose? (My money was on Eagle and Ark Royal).

Whilst the 'Prince of Wales' is a historical name with a proud history and is perfectly acceptable to me, our monarch (God bless her) currently has a large vessel named after her in the form of the QE2.

Why not continue to give the RN historic names that reflect the fact that we are still supposed to be a major power at sea? - CPOWTR M. D. Penfold, RNAS Yeovilton

### Gneisenau it wasn't

I WAS most interested to read your article on the sinking of the Scharnhorst at the Battle of North Cape (December issue), marking the 60th anniversary of the last big gun battle in the history of the Royal Navy.

It is a battle of much interest to us on board HMS Belfast as the ship took part in the battle and indeed fired the opening shots.

She was the flagship of Vice Admiral Burnett of the Tenth Cruiser Squadron.

Incidentally, the photograph shown is that of the Scharnhorst's sister, the Gneisenau.

Though the ships were very similar, Gneisenau had her mast stepped abaft the funnel, as can be seen in the photograph, whilst Scharnhorst had her mast much further aft, almost at the rear of the after superstructure. - J. Roberts, White Ensign Association, HMS Belfast

Our information, taken from *Battleships of the Scharnhorst Class* by Gerhard Koop and Klaus-Peter Schmolke (Bernard & Graefe Verlag, Bonn, 1991) was that the photograph from our archives dated from before her 1939 refit, during which modifications included an 'Atlantic bow', raked funnel cap, aircraft hangar - and the mainmast stepped further aft. - Ed

### Festival gloom

I WAS disappointed to read that the International Festival of the Sea 2005 will be held June 30 - July 3. As the previous festivals were held during August Bank Holidays allowing a great many people to enjoy a superb spectacle, I am sure there will be an even bigger disappointment to even more, including children. - B. King, Luton

# 'Pot mess' - nice when you can get it . . .

I SERVED in the coastal minelayer HMS Plover in the late 1950s and in the seamen's mess we were very fond of pot mess for three reasons.

Plover was a canteen messing ship, which meant that the mess bought its food from the victualer, prepared it, and then took it to the galley where the ship's one and only chef would watch it cook and let the cooks of the mess know when it was done.

The mess was given a daily victualling allowance for each mess member. If the full allowance was not used, the mess received the balance in the form of a rebate, cash in hand, with which we all merrily trooped ashore, about once a month, and had one or two slap up meals in a restaurant of our choice.

In fact our mess rebates were of such a size that, on one occasion, the base medical staff were sent on board to check that we weren't all dying from malnutrition.

The cheapest food which could be purchased from the victualer were tinned items (remember tinned sausages, anyone?) and just about everything out of a tin went into the pot mess, together with a few spuds and the odd cabbage.

The beauty of the dish was that you didn't have to eat it all in one go. It was made in the largest size mess kettle and just added to as the level was reduced. A really good pot mess could be made to last four or five days.

So the three reasons we were so fond of it were:

- It was cheap and increased the size of our rebate

- We had to do the preparation and there is no simpler meal to prepare

- Everybody liked it

Whilst in Plover I did a spell as senior rates messman. I never did prepare a pot mess for them, but I did learn most of the 50-plus ways to serve mince, as recommended in the Pusser's cook book for canteen messing ships. - P. Darby, Bideford

ON THE subject of pot mess I would like to relate an incident which occurred in the Victorious in the mid 1960s.

As most people knew - though not all, it seemed - the galley staff supplied the stokers with the makings for their nightly pot mess.

Once when the duty steward in the Wardroom asked a young sub what time he would be dining, he got the response "I won't be dining tonight - I'm going down the stoke hole for some pot mess."

Unfortunately Commander (S) was within earshot. You can imagine the bodily fluid which hit the fan when he visited the galley and the stokehole.

The stokers, as you can imagine, were none too happy when their nightly pot mess was stopped and the chefs lost their wets in the stokers mess. - K. Cox, Portsmouth

### Mystery U-boat

I HAVE been handed a copy of *Navy News* June 2003 edition which carries a letter by S. Jones of Surbiton concerning a mystery U-boat, supposedly U-219.

So far as I can research, there was never one with this number, the highest being U-225.

As you are aware, the UIs were former Italian boats used by the Germans for transporting vital supplies from the Far East to the Gironde and those in distant waters were taken over by Japan.

Of these, 13 were lost at sea, including U-21; five (UIT 10-14) were not completed; five were scuttled; and only two (UIT 24 and UIT 25) were integrated into the Japanese Navy, as RO503 and RO504.

The German UIT-24 had been the Italian *Commandanti Cappellini*, built in La Spezia, converted in 1943 to a transport.

At the time of the Italian collapse she was in Sabang. She was taken over by the Japanese who handed her over to the German authorities who rearmed her with a single 4.1in gun. Ocean-going, she was of 955/1313 tons and had a speed of 18/8 knots.

The *Luigi Torelli* of the Marconi class became the UIT-25. Built in May 1940 she was seized in September 1943. I have no record of her demise. - H. G. Burt, Felixstowe

## Model aircraft

COULD you please supply me with your Buccaneer model of 809 Sqn SMK2 Call Sign 325 (serial No XT282)?

Thought you might like a photo of the said aircraft, in formation over the Farnborough Air Show 1966 prior to embarking in HMS Hermes.

Our CO at that time was Lt Cdr L. E. Middleton, later to serve in Hermes again as Captain (Falklands 1982) and then as Flag Officer Naval Aviation. - J. W. Pennington, Wincanton, Somerset

Look out for our latest cutaway, of the Buccaneer, coming later this year. - Ed



No. 594 50th year

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## Letters



## Uckers rules laid down in Duncan

IN REPLY to SAC Miller's letter (December issue), I had the Uckers rules published in BR 4006, The RN's Sports and Recreational Handbook, whilst I was the Fleet Recreational Officer 1966-69.

As the last sea-going FRO, I felt it was right and proper to include this sea-going game in the handbook.

The rules were written whilst I was First Lieutenant of HMS Duncan 1962-64. They were much needed while on Fishery Protection patrols off Iceland when Uckers competitions were the 'in' sport.

It was very tiring having a different set of rules in each mess, so we had a meeting of a member from each mess and agreed these rules including which variations were in force. — G. Mitchell, Weymouth

MY GRANDCHILDREN, aged 8 and 9, play a cracking game of Submarine Rules Uckers. However, even as an ex-Submarine Coxswain I'm having great trouble convincing them of the rules of real Uckers. They express disbelief that back ucking is an accepted rule, for example. I note your offer to supply a definitive set of Uckers rules to all on application — you are a life saver, sir! — D. Maltby, Portishead, N. Somerset

● The Type 14 frigate HMS Duncan enters the lock at Idjmuiden at the end of the North Sea Canal. From 1958-65 she was Leader of the Fishery Protection Squadron. Inset: Uckers played on the upper deck of HMS Valorous

## Pickle and the Rajah

THE STORY about Pickle Night in your November issue was pointed out to me by a Naval neighbour.

I joined the later Pickle as the war against Japan ended (in Singapore). During the following year of minesweeping, HMS Pickle continued her tradition of carrying out unusual missions.

We represented the Navy at the return to Sarawak of the White Rajah, Sir Charles Vyner-Brook. It was an interesting mission, starting with the preparation of the ship.

At one stage the Captain was dissatisfied with the cleanliness of the Upper Deck and all hands were issued with nail brushes and Lux toilet soap to scrub down! True.

The capital Kuching was some miles up a river of the same name which apparently had not been surveyed since about 1908.

We were treated to the unusual sight of seamen in the chains, actually swinging the lead and reporting the depth of water.

I know it used to be part of seamen's training, years ago, but not used many times in earnest.

Our First Lieutenant, an ex-Dartmouth instructor, was very dissatisfied with the first of the men's efforts and gave an impeccable demonstration of how he wanted it done, yelling off the depths with a voice like a foghorn.

Having 'dressed' the approaches to the royal palace with fancy coloured lights etc, we formed an Honour Guard for the Rajah and his wife when they came up river in an RAF launch.

Following this we escorted two MPs to all the places round the coast of Sarawak and Brunei where they had meetings to sound the local opinion about the proposed joining of Sarawak with the Malayan Union.

We carried the pre-war British president with us as a 'link' man. — J. V. Jones, Bexhill-on-Sea

THE MUFFINEER presented to Lt Lapenotiere, Commanding Officer of HMS Pickle, by King George III has pride of place in Liskeard town museum and is loaned to a very proud Liskeard RNA as a centrepiece for Trafalgar Night dinners.

Cdr Lapenotiere is buried in the churchyard of the village of Menheniot, just outside Liskeard. — P. R. Whitley, Liskeard

## Small ships losing out on promotion?

THIS was the first year that I was in with a shout for promotion, and like many other POMEMs I was disappointed to say the least.

Upon reading the signal it became apparent that ratings in the small ship world, outside of the 2OE bracket who are both young and keen having qualified as soon as was feasibly possible for advancement, were not really represented.

It was common belief that the Navy was desperately short of CMEMs as many ships are gapped. So it would be interesting to see why only 13 were promoted.

We realise that the big ship POMEMs are in a higher profile and that they are written up by Engineering Officers, but the small ship POMEMs do an equally important job.

Not to blow our own trumpets,

but the Naval Store Keeping Officer on a MCMV not only does the Chippy's job, running the largest section on board, but also the job of a POSA, the NBCDO's duties, a Divisional Senior Rate, 1 in 3 watchkeeping at sea, 1 in 5 duties in harbour and anything else that the First Lieutenant can think of for him to do.

When the write ups are done, we are pitted against the other POMEMs in the squadron. This can amount to as many as 16 people. Even coming out as number one or two of the squadron didn't seem good enough in the eyes of the board to justify promotion.

We were not the only branches who have suffered at the hands of the 'big ship' Navy, but reading other signals it looks as though we are at the bottom of the pile. I believe it is time that the small ship world got the recognition it deserves and was put on a par with

our big ship friends. — POMEM(M) Cooper, HMS Ledbury

Director Naval Life Management replies:

It is well recognised that the RN has a very fair and robust system for promotions, based purely on merit against the endorsed requirement for the next higher rate.

Whilst it is true that the numbers of CPOMEM are below the requirement, there are very few gaps at sea and these are mainly caused by short term medical downgrades.

It is also not true that the Board discriminates against minor war vessels or any group/ship type, and whilst there were no selections from small ships for CPOMEM(M) this year (2003) last year there were seven (out of a total of 23 selections whereas small ships billets make up only about 20 per cent of the total POMEM(M)s at sea — so more than dipping in).

The Branch Manager and Drafting Commander will be delighted to address these specific concerns in more detail at their presentation to Portsmouth small ships' engineers on January 6.

## Thanks for my teeth

I WONDER if there are many ex-RN men who still have the teeth that the Royal Navy looked after?

I joined HMS Victory early in 1938 and within three days of signing on I had to go to the dentists.

They were dreaded in those days. I was 17 and the Dental Surgeon polished and filled some of my teeth.

Since then I have lost teeth due to accident or toothache, yet the teeth that were drilled and filled in 1938 are still as good as the day they were done in HMS Victory.

Thanks to the Navy I still have half of my own teeth. — F. Edwards, Shildon, Co Durham

## Rolls set standard

YOUR book review 'Roll on my Twelve — Life on a Fleet minesweeper' suggest that the Algerines were the Navy's most efficient minesweepers.

But the champion wartime minesweeper was HMS Rolls Royce, a trawler in the RN Patrol Service.

The Patrol Service minesweeping bases at Grimsby and Sheerness kept the Humber and Thames estuaries clear of mines without an Algerine in sight.

Patrol Service minesweepers were operating in the Normandy approaches two weeks before D-Day where 200 Patrol Service sweepers led the way in — with the

aid of a few Algerines, of course. Credit where it's due! — H. Crago, Hemel Hempstead

## Clyde error

I AM sorry to see that in your notice in the December issue of the death of Admiral Peter Berger you have repeated the fallacy contained in his obituaries in the national press. You stated that he was the first non submariner to hold the appointment of Commodore Clyde.

Not so. Commodore Clyde from May 1969 to February 1971 was Peter La Niece (later Rear Admiral) who was very definitely a Gunnery Officer. Berger relieved La Niece in 1971. — Cdr J. M. Bird, Sedburgh, Cumbria



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## Leicester under threat

THE SENIOR Service Club, Leicester (pictured below) needs assistance as we are about to be turfed out of our home of 20 years to make way for a housing development.

We have raised objections to the Planning Dept of the City Council and are calling on support for a petition to add weight to our objections, but we need all the help we can get to keep the White Ensign flying in Leicester.

Contact points for petition forms are Colin Pilmore on 0116 2922 998 or myself on 0116 233 6370. — G. Rogers, Leicester



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## Helping Hands

### Pub crawl ends with full bucket



● LOM John Meacock (left) and MEM2 Leon Wilton with a regular from The Raven and their collecting bucket

A PUB crawl around Portsmouth without the booze reaped rewards for a hospice – and answered the Second Sea Lord's clarion call to wear uniform in public.

HMS Ark Royal's LOM John Meacock and MEM2(SM) Leon Wilton from HMS Sultan donned No 1s for a trawl of Pompey's nightlife with a collecting bucket in tow.

The duo kicked off the Trafalgar Night crawl at The Raven, where a fund-raising evening brought in £2,500.

The rest of the evening was spent visiting 13 more pubs and clubs in Southsea and Portsmouth city centre, by which time the sailors had gathered £3,000 for the Rowans Hospice, Purbrook, which helps local cancer sufferers.

### Ascension day for staff of HMS Raleigh

FOUR sailors from the entry school for Naval ratings made the long journey to the Atlantic outpost of Ascension Island to run around the British dependency.

WTRs Beckie Nobbs, Emma Tomkins, Kiwi Hume and LOM John Eagleson endured a nine-hour flight to take part in the Dew Pond Run, a seven-mile slog around Ascension which ends at the top of Green Mountain, 2,418ft above the waves.

The HMS Raleigh sailors were the first RN entrants in the race's history.

The quartet found time to visit the guns of HMS Hood, restored annually on Ascension, and to promote the RN's role in Commonwealth societies, as well as touring the island – which given its size didn't take too long.

The highlight of the visit was a tour of the island's Two Boats School, where the Raleigh sailors presented youngsters with RN memorabilia and mementos.

The four hope to return to Ascension next year.

# Sparks fly for needy children

NAVY firefighters set the night alight when they looked to enter the record books by tearing old cars apart for a good cause.

Rival fire crews from RNAS Culdrose and Yeovilton battled for nearly three hours to slice up veteran vehicles and get rid of the parts using their hi-tech cutting gear.

A team of six firefighters from the Cornish base were egged on by shoppers at Tesco, which hosted the record-breaking attempt in the car park of its Helston store, a stone's throw from Culdrose, while colleagues from Yeovilton were fighting against the clock 150 miles to the east.

It was the Somerset team which won, though not by much. The Culdrose boys demolished their battered old Ford Escort in 2 hours 48 mins – raising £3,600 in the process.

Like most RN establishments, Culdrose was a hotbed of Cdn fund-raising, with thousands of pounds collected by various arms of the air base.

Commander Air Cdr Richard Cunningham joined fellow motorcycle enthusiasts on a runway dash, accompanied by a Sea King from 771 NAS.

Cdr Cunningham straddled a Honda Monkey bike, as other bikes including a Suzuki Hayabusa, BMW R1150GS, a veteran BSA 150 and Triumph Bonneville lined up on the tarmac.

The bikers made a slow formation pass of Culdrose's control tower, before individual speed runs down the main drag – at anywhere between 50mph to more than 150mph for the fastest sports bikes.

Bringing up the rear were two police officers from Devon and Cornwall Constabulary who brought along push bikes from the turn of the 20th century – and dressed appropriately for the occasion. The ride raised more than £1,000.

And in the community centre staff barely out of bed – they were still wearing pyjamas and curlers – served a slap-up breakfast and held a 'bad taste' fancy dress disco to round off the day, collecting nearly £500 in the process.

The personnel office was not to be outdone with a raffle for a giant toy bear and fancy dress day which fetched more than £350.

● A member of Culdrose's fire crew slices through a Ford Escort (top) and (below) runway success – bikers form up on the tarmac at Culdrose beneath the search and rescue Sea King of 771 NAS

Pictures: CPO Bernie Petterson

## Lusty puts her best feet forward in the Highlands

WITH their ship in for a major refit, crew of carrier HMS *Illustrrious* have been stretching their legs around the Scottish Highlands.

'Lusty' is undergoing a multi-million pound revamp at Rosyth which will allow her to operate Merlin helicopters.

As work progressed, seven crew began a lengthy task of their own – completing the 95 miles of the West Highland Way from Glasgow to Fort William on foot.

The trek, completed in five days, raised £1,000 for the Falkirk branch of the Seagull Trust.

The trust, which provides canal cruises for people with disabilities, is the chosen good cause by *Illustrrious'* skeleton crew of just 50 while the flattop is in refit.

Support has spread beyond the Highlands to the trust's barge, *Marion Seagull*, which has been given a bit of an overhaul by the RN men and women.



## From this...



● (Left) Lancaster's crew inspect the old bridge in pieces, then shift huge logs into place (centre) as they dismantle the ruined crossing...



... and leave behind an almost finished bridge (right)



## ...to this

SAILORS in frigate HMS Lancaster helped out a good cause when they helped renovate a run-down farm for orphans outside Rio de Janeiro.

Well-known children's home Casa Jimmy – founded by Led Zeppelin's legendary guitarist Jimmy Page – asked the sailors to help out when the warship visited the Brazilian city on her way home from the Falklands.

Casa Jimmy has become a popular haunt for RN and RFA sailors in the South Atlantic.

Now the home – it looks after street children and pregnant teenagers – has acquired a farm two hours outside Rio where children can grow up away from the

dangers of the city.

A bridge leading to the farm had collapsed, forcing staff to face a two-mile diversion, so nine sailors – S/Lt Michelle Bradford, POs Moose Bastow, Dixie Deans, Mike Yarwood, Fobbs Fobbestor, MEM Taff Heard, LWEA Mac Macaulay and OMs Scouse Reeves and Perkins – headed out of Rio for a two-day building job.

The 25ft gap across the river was spanned by 30ft logs – the sailors dragged them by hand across the river – but they were unable to complete the job as no chain saw was available.

But the foundations were laid and the next visitors merely have to cut the logs into planks for the

bridge to become passable for vehicles.

PO Bastow visited Jimmy's with Lancaster's sister Sutherland last decade. "It's been really good seeing the orphanage again and seeing that our hard work is still in good condition," he said.

"It would be great to come back and see the farm in a few years, see the bridge and see how the farm and youth project has developed."

The farm has a banana plantation and land for growing coffee beans and in time orphanage bosses hope children can live here and attend local schools.

Lancaster returned home from her five-month tour of duty in the South Atlantic last month.

## News in brief

■ A STAND-down in Frederikshavn gave crew of mine-hunter HMS Inverness the chance to put their charity feet forward.

On a bitter Baltic night, her senior rates hosted a horse-racing evening to help the children's ward at Raigmore Hospital in Inverness, the ship's preferred charity.

The rest of Inverness' crew chipped in with a biathlon. Each team member rowed one mile then cycled four on the ship's keep-fit machines, with the goal of completing the distance from Faslane-Inverness faster than the Sandown class vessel could cover it. The crew 'beat' their ship by 17 minutes and 42 seconds.

Proceeds from both events will be handed over to the hospital when the ship visits Inverness.

■ CREW of destroyer HMS Southampton visited the city which shares her name to help underprivileged people and ill children. Sailors handed over £1,000 to the neo-natal unit at Princess Anne's Hospital.

And over 100 crew got stuck in for the mayor's charity SCRATCH which tackles local poverty. They helped to renovate four properties and a community centre, dropped in on hospices and prepared food and clothing parcels.

■ LEADING hand Friz Frisby made a bald gesture for a friend, losing his hair to raise £1,000 for LS Kirky Kirkham.

Kirky suffered severe head injuries after being assaulted by yobs on a visit to Exeter. He's now recovering, but HMS Norfolk LMEM Friz hoped to help him on his way by getting rid of his thick mop of hair to pay for a holiday for his friend and his girlfriend.

■ SHOEBOXES packed with goodies made their way to eastern Europe thanks to the efforts of staff and sailors at Devonport naval base.

Around 60 boxes crammed with toys, toiletries and sweets and wrapped in Christmas paper were sent to the Ukraine and Balkans by the charity Mustard Seed Relief Mission.

It was set up during the Balkan wars of the early 90s to help youngsters whose lives had been ruined by conflict.

■ THE 'Robin Hoods' of the PT branch at JSU Northwood travelled around the military complex cap-in-hand on Children in Need day, collecting £557 in the process. Fortunately they didn't have to dress up for the occasion.



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# Dryad ball will be a fitting finale

**THE FINAL** Wardroom Summer Ball at HMS Dryad is to be a grand finale for the historic Naval establishment.

Dryad, set in beautiful Southwick Park on the northern slopes of Portsdown Hill, is due to decommission this summer.

And as a fitting tribute to a Wardroom that was established in 1941, when the Fleet Navigation School transferred 'up the hill' from Portsmouth Dockyard as a result of heavy bombing raids on the city, the final Summer Ball will be a memorable affair.

It will take place on July 16, and the number of guests has been increased from the usual 800 to 2,000, allowing applications from serving and retired Naval officers who have a connection with Dryad.

The cost of a double ticket is £100, which will include all food, some drink and a full programme of entertainment – live bands, discos and funfair.

Ticket application forms are available from Ms Sue Ings (Wardroom Mess Treasurer), HMS Dryad, Southwick, Fareham, Hampshire PO17 6EJ, telephone 023 9228 4438.

Southwick House, now the Wardroom, was requisitioned by the Navy in 1941, and became the forward planning and operational HQ of the Supreme Commander of the Allied Expeditionary Forces – Gen Dwight D. Eisenhower –



and the Naval Commander for Operation Overlord, Admiral Sir Bertram Ramsay, in early 1944.

The wall map used during this period is still in its original position – and it was here that commanders watched the progress of events on D-Day, June 6, 1944.

The massive plywood map was commissioned from toy firm Chad Valley, and such was the secrecy surrounding Overlord that the two carpenters who erected it were required to remain in Southwick until the invasion was under way.

More recently, the School of Maritime Operations (SMOPS) was formed in 1974 at HMS Dryad, allowing the Fleet's warfare officers to be taught basic and advanced warfighting skills.



● HMS Gannet Search and Rescue Flight personnel and their guests line up before the Taranto Night dinner on board a Jumbo jet

## Taranto Night planners think big

**WHEN** planners got their heads together to sort out HMS Gannet Search and Rescue (SAR) Flight's Taranto Night dinner, they decided to think big.

So the only venue possible had to be the local airport's Jumbo jet.

The Boeing 747 cargo jet, used by Prestwick International Airport for training purposes, allowed a larger attendance than usual, while still remaining close enough to the Navy team's base for the after-meal celebrations.

The finer details of the dinner arrangements took a little more discussion than normal, but once all was confirmed,

portable loos were ordered, electrical catering requirements were tested and health and safety requirements satisfied.

At that point the aircraft could be adorned with a Fly Navy banner and converted into a comfortable dining facility in which 70 officers and senior rates were able to celebrate the Fleet Air Arm's triumph at Taranto in 1940.

All guests, including Guest of Honour was Rear Admiral Rory McLean, were issued with boarding cards, given a mandatory safety brief by Aramark, then served the actual three-course meal as taken by the men of Taranto 63 years ago.

In-flight entertainment consisted of an

historical slideshow, followed by the original black and white HillsieVision movie – even the Airey Fahey Godmother made an entrance.

Gannet SAR Flight is the sole remaining link to 819 Squadron, which decommissioned in 2001, 61 years after the attack when 22 of the squadron's Swordfish torpedo bombers carried out a crippling attack on the Italian fleet.

Gannet SAR Flight provides round-the-clock cover to much of Western Scotland, and has recently introduced night-vision goggles, enabling them to react much more quickly to night-time mountain rescue tasks.

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## People in the News

### It's Yorkie bar none

A QUARTER of a century encouraging young people reaped rewards for Lt Keith 'Yorkie' Kirkbright.

The 57-year-old officer received the Duke of Edinburgh's commendation in recognition of his efforts to support youngsters taking the Duke's Gold award scheme.

'Yorkie' joined the RN 40 years ago as an engineer and has been helping young people towards their DofE awards since 1979 around Bath and the Welsh hills.

For the past 17 years the officer has worked in the RN's career wing – most recently running the Director of Naval Recruiting's base at Wroughton where Navy roadshow trailers are kept.

"It was a really great honour after more than 24 years' hard work to be recognised. It's good to put something back into helping young people. The kids I meet are superb," he said.

# Nelsonian first for Chatham

AFTER 13 years' sterling service, there are few firsts for Type 22 frigate HMS Chatham to notch up.

Now scratch 'first christening' off the list, after the name Nelson was fittingly engraved on the ship's bell.

No relation to the great admiral, mind you, but Sophia Nelson, daughter of Chatham's principal warfare officer Lt Cdr Chris Nelson and his wife Nichola.

The couple could think of no better place to christen their daughter than the Type 22 frigate which has played a huge part in the Nelsons' lives these past 12 months.

The couple tied the knot in November 2002, weeks before the warship sailed for the Gulf on Operation Telic.

With war looming, the couple learned Nichola was pregnant – a surprise as she feared she was unable to have children.

"Throughout the time my mind was concentrated on what was going on so I could do my job," Chris, 33, explained of operations in the Gulf.

"During brief periods off watch my mind was obviously back at home, wondering how Nichola was doing and hoping everything was going well.

"Photographs of her and a picture of the scan, which Nichola had sent me, kept me going."

Nichola added: "It's always difficult when Chris is away while I am at home. This time it was even



● Happy family: Lt Cdr Chris Nelson and his wife Nichola cradle four-month-old Sophia on Chatham's bridge

more so, with the forthcoming baby and Chatham being in action."

Chatham played a vital role in the opening stages of Telic, leading operations to protect the oil rigs off the Al Faw peninsula, transmitting radio broadcasts to southern Iraq and providing air cover to convoys entering the port of Umm Qasr.

Chatham arrived back in Devonport two weeks after Sophia was born.

But dad was already back in Blighty. He flew home on July 3, ready for the birth on the twenty-third.

Six babies were born to crew

during the frigate's spell in the Gulf – each father made it back in time for the birth thanks to the efforts of Chatham's CO, Capt the Honourable Michael Cochrane.

Four months down the line from Sophia's birth, the family converged on Chatham for the christening – and learned that their daughter's name would be the first inscribed on the ship's bell.

"She is the apple of my eye and a very good baby – she was on her best behaviour during her christening," Chris said.

His wife added: "Sophia's christening on our first wedding anniversary has capped a very hectic year."

### News in brief

■ CHARTERED surveyor Elliott Reynolds is the new man at the helm of the Royal Naval Reserve. Cdre Reynolds brings nearly 30 years of experience in the reserve wing of the Senior Service to the 'part-time Navy'.

As Commodore, Royal Naval Reserve, it is his duty to advise on the training and capability of the 3,100-strong reserve arm.

Cdre Reynolds joined the RNR in 1974 and commanded River class minesweepers in the late 1980s and early 1990s.

More recently, he has served as CO of the training centre in Belfast housed aboard WW I vintage HMS Caroline and as the Naval Reserve Aide de Camp to the Queen.

When not serving Her Majesty at sea, the 53-year-old serves HM on land as a senior valuer in the government's Valuation and Lands Agency.

■ THE balls dropped kindly for the appropriately-named WEA Christopher Balls from HMS Collingwood, who picked up £5,000 after winning the RN/IRM Sports Lottery.

Chris, who works in the technical training department at Collingwood, will use the cash to buy a new car. It's the second lottery win in the family; Chris' brother John, serving in HMS Marlborough, collected £700 after just a few months in the RN.

■ AIRCREW at RNAS Yeovilton won't find any better service in the Armed Forces than PO Paul Dacre, officially the military's top steward.

The senior rating collected the gold medal in the steward skills contest at the Combined Services culinary competition.

It's the second time the petty officer has walked off with the gold medal – he also claimed it in 2000, the last time he entered the contest.

PO Dacre, a sailor since 1988, also picked up a bronze medal for his open steward skills at the inter-services contest, this year hosted at Sandown race course in Surrey.

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## Name that Toon as fliers visit Geordie heroes

TOON Army fanatics from 801 Naval Air Squadron found their dreams realised when they sailed with HMS Invincible to the northeast.

The Harrier men wrote speculatively to Premiership heroes Newcastle United trying to reserve match tickets for the Magpies' home clash with Aston Villa.

The result was better than hoped for – a VIP tour of the ground, a chance to meet some players and the best seats in the house, instead of the "customary pie and Bovril experience" the fliers had been expecting.

Former England, Liverpool and Newcastle star Peter Beardsley – now on the coaching staff at St James' Park – Shola Ameobi and Michael Chopra, lined up as the 'replacement' for Toon legend Alan Shearer met the 801 team, and the club's reception manager ran through 30 years of dits of life behind the scenes.

"The hospitality offered by the club was second to none," said 801 NAS photographer LA 'Brad' Bradbury. "It certainly was a 'once in a lifetime' experience, particularly for the 801 Squadron Geordies."

All that spoiled the visit was the result: a 1-1 draw, not helped by Shearer missing an 80th minute penalty.



● CPO 'Arthur' Askey (left) and CPO Migs Magill with Italian striker Fabrizio Ravanelli in the boardroom of Dundee FC



● 801 NAS CO Cdr Jon Lawler – with appropriate black and white cummerbund – meets Newcastle United legend Peter Beardsley

## ...while Geordies see Rav bow out

FOOTBALL fans CPOs 'Arthur' Askey and Migs Magill met former Italian striker Fabrizio Ravanelli when HMS Newcastle called in at Dundee – just days before the player was laid off by his club.

The veteran destroyer, which heads off this month on a seven-month tour of duty in the Mediterranean with NATO, visited the Scottish city to mark Remembrance weekend at the end of eight weeks' intensive training in the North Sea and Western Approaches, culminating in a Sea Dart firing.

The Geordie Gunboat's visit to Dundee – crew provided emergency cover during the fire strike in the city last year – gave football fans Arthur and Migs the chance to visit one of the city's two Scottish Premier League's sides, hard-up Dundee FC.

The two senior rates spent a day as guests of the team, watching the side's clash with Motherwell. "We went back into the boardroom after the first half to check out other half-time scores and had to ask the guy in front of me to move. It turned out to be Graham Souness," said Migs, as his shipmate tried out the club's cuisine. "They've got the best meat pies I've ever tasted at a football ground. I had to have four just to make sure I wasn't imagining it," Arthur added.



# People in the News



## Sailors better by degrees

A RAFT of sailors are proud owners of new degrees after initiatives to promote higher learning in the RN paid off.

HMS Ocean's Lt Rolf Kurth is the first person in the Senior Service to be awarded a PWO Masters – a title which operations in Iraq helped him to earn.

The junior officer served as PWO(C) in the helicopter carrier during Operation Telic, and used his experiences in his final paper on Network Enabled Capability – using the information superhighway in fighting a modern war – for the Kingston University degree.

The 5,000-word document was just one of the challenges Rolf faced before passing. He had to give an hour-long presentation on the subject and endure an oral test in front of naval and external examiners.

Rolf joined the RN in 2001 in a career-switch, after writing Debrett's Guide to Correspondence. Writing the book paled by comparison with the essays he had to produce to earn his degree.

"I was wondering what I'd do with all my spare time now that I'm finished but I'm sure the FOST staff will find ways to help me," he added.

Meanwhile, the first sailors have passed through a new 'fast track' degree course for engineers.



● Rear Admiral Peter Davies, Flag Officer Training and Recruitment, with (left to right) LWEA Kenny Dickson, PO(WEA) Gary Carpenter and PO(AEM) Steve Cole

Petty Officers Gary Carpenter and Steve Cole and Leading Hand Kenny Dickson all collected degrees through the new Upper Yardman (Engineer) scheme set up by the RN with Portsmouth university.

The trio have spent the past year on the final 12 months of a three-year course. PO(WEA) Carpenter also picked up the RN student of the year title from Rear Admiral Peter Davies, Flag Officer Training

and Recruiting.

And in veteran minehunter HMS Atherstone, A/LOM(MW) Elton Dobson is another sailor with a 'first' – the first rating to complete his Foundation Modern Apprenticeship. The qualification – recognised in civvy street – rewards students for their technical RN knowledge as well as general numeracy, literacy and IT skills. Three thousand ratings are currently registered for the scheme.

## Lauren has the answers

CHEF Lauren Prentice came home from TV studios £5,000 richer as colleagues egged her on during filming of game show I Am The Answer.

Lauren and colleagues CPO Gary Rood and LStds Simmons, Thorne and Jefford all from JSU Northwood, spent two days participating in the programme, with the young chef who only joined the establishment in October proving the star.

Lauren quickly progressed to the last four and eventually to the final of the show, answering four out of five questions, netting £5,000 in the process.

Host Dale Winton urged the junior rating to gamble for the top prize of £10,000, but Lauren didn't feel confident enough on her chosen subject of actor Jude Law to take the risk and decided to take the money and run instead.

● Lauren and friends on set with Dale Winton



● From state of the art to state of the Ark: the quarter-scale model of the Wright Flyer dwarfed by Concorde



## Museum is Wright on cue with replica aircraft

STAFF at the Fleet Air Arm museum in Yeovilton proved they were made of the Wright stuff by recreating the first powered aircraft to celebrate 100 years of flight.

Experts from the Somerset memorial to Naval aviators built a quarter-scale replica of the Wright brothers' legendary Wright Flyer, which took to the skies for the first time 100 years ago last month.

The original flew under its own power for just 120 feet – much less than the length of Concorde which is on display at the FAA museum.

Around 300 youngsters from Christchurch School in Bristol helped the museum celebrate 100 years of powered flight on December 15 and 17 – the latter was the actual anniversary of the Wright brothers' achievement.

The Wright model is on display in the space under the giant supersonic jet, with the distance of that first flight marked out for visitors.

## Sean tops the charts

NAVIGATOR Sean Dempsey's skills using the standard kit fitted to HMS Kent earned him a memorial prize from hydrographers.

The lieutenant produced a highly-detailed survey of the approaches to Doha in Qatar during his spell aboard the 'millennium frigate' as her navigator, collecting the Shadwell Prize as a result.

The title, presented annually in memory of Admiral Sir Charles Shadwell, rewards dedication to survey and navigational work, particularly when it is not a sailor's first duty.

For his efforts Lt Dempsey collected £100 and an historic chart of the approaches to Doha.



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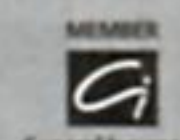
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# Reflections on 100 years of the AIB

TO MARK the centenary of the Admiralty Interview Board, Second Sea Lord Vice Admiral James Burnell-Nugent unveiled a commemorative plaque in the foyer of the AIB at HMS Sultan.

It was in 1903 that his then predecessor as 2SL, Admiral Sir 'Jacky' Fisher, established the AIB (or Committee) to select the most suitable applicants for entry as Naval cadets.

The Committee originally consisted of 2SL, the First Sea Lord's Assistant, the Commander of 'Britannia' and a headmaster.

After assessing the candidates they were graded in to one of three categories – fit, doubtful (though promising) or unsuitable.

One hundred years on from its inception, the AIB continues as the selection board for all RN/RM officer candidates – and has meanwhile set a benchmark for modern management selection techniques in the civilian world as well.

Today's AIB is staffed by a team of around 40 civilian, RN and RM personnel, whose aim is to pass candidates that meet the particular criteria that will equip them to succeed in basic training and subsequently as junior officers in the Regular or Reserve Naval Service.

Over 1,400 candidates come through the AIB each year, of which around half will be offered a commission.

● AIB staff reflected on the plaque with Admiral Burnell Nugent are Cdr Alastair Kennaugh and OM Andrew Hodgson. Inset: Admiral Sir Jacky Fisher, later Lord Fisher of Kilverstone. As First Sea Lord he effectively created the Royal Navy which saw Britain safely through World War I



# Sword of Peace for SAR squadron

# Navy people face growing debt problem

**S** EARCH and rescue fliers with 771 Naval Air Squadron are proud winners of one of Britain's most prestigious awards for military service – the Wilkinson Sword of Peace.

The Cudrore-based squadron was singled out for its rescue duties throughout 2002, earning it the sword – the first time it has been awarded, it is believed, to an individual Fleet Air Arm squadron.

The sword is more usually presented to a RN shore establishment or ship of at least frigate size.

771 NAS Commanding Officer Lt Cdr David Cunningham said: "This award is a tribute to the enormous effort, pride and dedication that everyone in the squadron has contributed to our many and varied tasks."

"I am immensely honoured to receive the Wilkinson Sword of Peace on behalf of my squadron and pleased that their commitment has been recognised in this way."

The Sword of Peace is awarded annually to the unit in each of the three Services judged to have made the most valuable contribution towards establishing good

and friendly relations with any community at home or overseas.

The original sword is modelled on dates from the turn of the 19th century. It was originally presented to Lt Samuel Snook for his efforts in returning refugees in India to their homeland.

It came up for sale in 1965 and was purchased by Wilkinson Sword who then presented it to the National Army Museum for posterity.

It was formally accepted by Field Marshal The Viscount Slim, who made the point that Snook's unselfish behaviour was typical of the way the British Forces have always helped the civilian communities in the areas in which they serve.

This is the third time the Wilkinson Sword of Peace has come to RNAS Cudrore. In 1987 the award was made to the air station and, in recognition of the humanitarian aid and relief work carried out by the squadron during the Mozambique floods, 820 Squadron shared the award in 2001 with the Royal Fleet Auxiliary Fort George.



● FLEET AIR ARM FIRST: Lt Cdr David Cunningham receives the Wilkinson Sword of Peace from Wilkinson's Business Manager Robert Hadley

MANY in the RN and Royal Marines have overstepped the mark in domestic borrowing and are unable to repay creditors, writes RM Corps Secretary Lt Col Andrew Noyes.

Some 20 per cent of applications to the RN Benevolent Trust and 70 per cent of cases considered by the RN/RM Children's Fund are now in support of serving Naval ranks.

In addition to the usual problems of relationships breaking down or wage earners falling sick or dying, in the Naval Service a rating may lose his or her LOA, SSP, LSSA, specialist pay, acting rank or find a new draft causes unforeseen extra expenditure due to extra daily or weekend travel.

Over the past five years banks and other financial institutions have made loans of unsecured money easier. This has led to huge numbers of individuals and families living on credit they can ill afford to repay.

So where do you go if you have a debt problem? The Citizens Advice Bureau service is free, independent and impartial. Naval personnel can also seek advice on debt from their divisional officer, troop commander, from SSAFA, a local NPFS representative or, in the case of Royal Marines, from their local Welfare Warrant Officer, all of whom will have attended one of the Debt Management courses at the Birmingham Money Advice Settlement.

However, many Naval personnel understandably don't wish to admit to problems of debt to organisations or people close to their employer, the Royal Navy or Royal Marines.

So if they cannot find the time or place for a CAB appointment, where else can they go?

There does exist one debt solutions company recommended by both NPFS, RM Welfare and the Police. The company is called

FCL and has been working in the world of free debt advice for 11 years.

FCL has a close working relationship with many of the credit companies operating within the UK and the way it provides free advice to individuals with debts is by charging the credit companies for their services, the exact opposite to debt management consultants who charge the already indebted individual.

By the end of 2003 FCL will have accepted 30,000 calls seeking advice on indebtedness. The initial contact takes one telephone call to 0800 716239 and the company can also be visited on its website at [www.debtclinic.co.uk](http://www.debtclinic.co.uk)

Or you can write to FCL at Administration Centre, Kempton House, Kempton Way, Dysart Road, Grantham, Lincolnshire NG31 7LE.

Running as I do, the Royal Marines Benevolent Fund, being a trustee of the RN/RM Children's Fund and area supervising officer for RNBT, I am aware that the majority of the Royal Navy and Royal Marines and their families manage their finances well and remain out of debt.

However, things can and do go wrong which can cause increasing indebtedness. But in the Naval Service there is really no need to go into serious debt, to ever have to contemplate bankruptcy or visit the local back-street loan shark.

Help is at hand for the small minority who do have financial problems, not least from Naval charities, but the individual must first of all admit and then signal they do have a financial problem.

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# Maritime team adds confidence

AS IRAQ continues on the road to rehabilitation, Navy units still have key roles to play. Type 23 frigates HMS Norfolk and HMS St Albans, backed by RFA tanker Bayleaf, are intercepting suspect vessels, potential smugglers or terrorists, in the Gulf, while a small team deployed to the region after the September 11 attacks acts as a point of contact and reassurance for the maritime community.

As well as her normal patrols, Norfolk stands guard in the Northern Gulf for the strategically-vital oil platforms – the export of oil is bringing in money to help rebuild the country.

The Navy's command in the region is in Bahrain, where Commodore Paul Robinson heads the team at the UK Maritime Component Command, and acts as Deputy Coalition Joint Force Maritime Component Commander.

Cdre Robinson has responsibility for an area of operations which includes the Indian Ocean, where Operation Enduring Freedom continues to work against terrorists.

This role is currently undertaken by HMS St Albans, part of a coalition force of more than 30 ships.

Another element of the RN effort in the region is the Maritime Trade Operations team (MTO), based in Dubai for two years, headed by Cdr Stephen Foster RNR.

The MTO – one officer and two senior rates – monitors routine, voluntary reporting by UK flag vessels, and ensures the passage for merchant ships is smooth.

They operate in civilian clothes, and briefings are always with the agreement of the master or owners of the ship, fitting in with the tight sailing schedules to ensure a minimum of disruption.

# Survey party sails in for the last time



● Flag Officer Scotland, Northern England and Northern Ireland (FOSNNI), Rear Admiral Nick Harris, and radiographer Mrs Sam Davies officially open the new X-Ray Department at the Sickbay of HMS Neptune. The new equipment for the Clyde Naval Base, supplied by Philips Medical Systems, replaces machinery installed in 1993 and produces sharper images with reduced radiation doses

Picture: LA(PHOT) Preston, Fleet Regional Photographic Unit, Clyde

NAVAL Party 1008 has sailed into Plymouth for the last time before being disbanded after 20 years of surveying the coastline of the UK.

The party, a 12-strong team of Royal Navy hydrographic surveying specialists, was formed in 1983 to support the Civil Hydrographic Programme, on behalf of the maritime and Coastguard Agency (MCA).

For 11 years the party has operated from the MV Marine

## Argus paper

SURGEON Rear Admiral Farquharson-Roberts, who took up the post of Medical Director General (Naval) last month, presented a paper on the role of RFA Argus as a Primary Casualty Receiving Ship in Op Telic to a prestigious American convention.

The annual meeting of the Association of Military Surgeons of the US (AMSUS) attracts some 5,000 delegates, and also gave the British officer a chance to meet with senior American medics.

## Fashion show plea

DOCUMENTARY makers hope to trace Naval wives who took part in a fashion show in Plymouth on the day the Argentine forces surrendered in the Falklands in 1982.

Carlton West Country wants to feature the show in *Whatever Happened To?* – and participants are asked to contact Gemma Selley on 01752 333416.

Explorer, updating charts for some of the busiest shipping lanes around the country.

But with the MCA taking increased responsibility for the programme, and the Navy concentrating on defence commitments, the work will in future be put out to commercial tender.

NP1008, currently commanded by Lt Cdr Cullen of the Royal Australian Navy, has surveyed some 20,600 square nautical miles in its lifetime from the Channel to Shetland, gathering over 40,000 samples of mud and sand from the seabed, sweeping almost 380 wrecks to check for hazards to shipping, and disproving around 6,000 more wrecks.

# Sceptre slips past Stingray

SUBMARINE HMS Sceptre and a Merlin trials squadron have been taking part in Stingray torpedo life extension trials off Scotland.

Sceptre and 700(M) Squadron have been at the BUTEC (British Underwater Test and Evaluation Centre) range off the Isle of Skye, running tests and hosting VIPs including Rear Admiral Johnson of the US Navy and Rear Admiral Finseth of the Norwegian Navy.

The trials involved Sceptre following run plans, with the Merlin crews dropping the weapon at pre-planned positions along the tracks.

After having been 'hit' as expected on most runs, Sceptre evaded the torpedo on the final run, to the delight of her crew and the bemusement of trials staff.

The boat's Commanding Officer, Cdr Mark Titcomb, said: "The ship's company found this week both challenging and rewarding."

"They are pleased to be making a contribution to the Fleet programme after such a busy period of post-refit sea trials."



● The RN Combat Camera Team on duty in Southern Iraq. Lt Stuart Antrobus (left) will be based at Basrah airport over Christmas and the New Year before handing over to the Army. With him is LA (PHOT) Wheelie Barrow. Picture by CPOA(PHOT) Dave Coombs



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The theme for the 2004 calendar is – Reporting 50 years of Navy in the News featuring 12 front pages from the last 50 years.

Tastefully designed, and finished with high grade gloss laminate front cover and matt coated inner pages. This popular format is practical, informative and modern.



# Richmond's angels of the north

CREW of HMS Richmond left the south coast behind to end 2003 with flag-flying visits to the north and north-east.

The Type 23 frigate put into Newcastle-upon-Tyne at the end of her participation in a Joint Maritime Course exercise to allow crew to visit their namesake town in North Yorkshire, bolstering interest in the RN, and taking part in Remembrance ceremonies.

More than 30 crew, including the ship's guard, headed to the small market town to attend the armistice commemorations, laying a wreath to honour war dead and taking the salute from Richmond's Mayor Cllr Stuart Parsons.

A smaller contingent from the ship represented the RN in Newcastle.

The visit to Tyneside gave the Navy the chance to raise its profile and boost recruiting prospects, hosting local Sea Cadets, Newcastle's URNU students – some of whom joined Richmond for the passage home to Portsmouth – and a reception for civic leaders.

Students from a local college worked side-by-side with RN chefs to prepare food for civic dignitaries as part of an initiative by the Director of Naval Recruiting to

support 'fast-track' training for Naval caterers.

Children in Need mascot Pudsey Bear also dropped in, and collected cash from all the ship's company.

Back in North Yorkshire, crew took on Richmondshire RUFC and notched up a respectable 10 points against the home team's 22.

The frigate has also collected the Bulawayo trophy – presented to the ship or unit which arranges the most impressive programme of adventurous training.

Despite hectic activity on patrol in the Gulf, crew managed to arrange widespread sporting fun during her spell on deployment, including skydiving in Cyprus, jungle exploration in India and scuba diving in most of Richmond's ports of call.

Diving proved especially popular, as 40 crew – nearly one quarter of Richmond's complement – returned to Blighty as qualified open water divers.

The internet allowed the ship's fitness guru LPT Jay Gorton to arrange activities before the frigate reached her various destinations.



● Who needs joists when you've three strapping sailors to hand? Richmond OMs Robert Bailey and Rhys Moreham and LMEA Alex MacLennan crew 'prop up' the Angel of the North



● (Above) Richmond's guard forms up in the market town of the same name for Remembrance ceremonies and (left) the frigate's adventurous activities get the thumbs up from a crewman

Pictures LA/Photo Dave Griffiths

## SPOTLIGHT ON THE TEAM WHICH HELPS FRONT-LINE FORCES TICK

# Airman at the helm of the urban Warrior

THE title is distinctly Naval.

So too is the bronze figurine on top of the cabinet: a matelot with binoculars clamped in his hand.

But David Barton's uniform has clear shades of grey-blue, despite being Commanding Officer, HMS Warrior.

Not the venerable ironclad tied up in Portsmouth Harbour, that is, but the urban Warrior, the headquarters building at Northwood.

The RAF Group Captain is the first non-Naval officer to hold the title.

He will not be the last. In the spirit of 'jointery' more and more posts are being shared between the three Armed Forces.

And there's nothing to suggest that a sailor needs to command Warrior, home to the Joint Support Unit which ensures that everything at Northwood ticks over nicely.

The JSU is the back-up for Britain's military headquarters hidden in the heart of suburbia. It doesn't command ships or troops in the front-line, but it does ensure that those men and women who do have all they need to conduct their

business daily, from three square meals to accommodation and family support.

It's not glamorous. But then at least JSU staff see daylight. They are not stuffed in 'the bunker' where front-line decisions are made.

In his office, Gp Capt Barton – "I'm a pusser," he explained, having quickly learned Jackpeak – believes that sharing jobs between Services can only be good for the military in the long run.

"I don't care if someone's Army, RAF, Navy, NATO or civil servant. We need to work together all the time," he said.

"In the past, the only time I've stood next to a soldier or sailor has been in a war, and that's bonkers."

But does the RN mind that there's a 'crab' in charge of Warrior?

"This place thrives on banter. But if you're reasonable, people get on with you," the captain explained.

"Few people realise the complexities of the unit or how important it is."

The RAF's tentacles are extending into Naval territory beyond

simply the CO's title.

Gp Capt Barton has been given the power of 'captain's table', the authority to maintain discipline at Northwood among the RN ranks.

Woe be tide any sailor or Royal Marine who breaches the rules on site. But the group captain's powers to punish and reprimand do not extend to soldiers or – bizarrely – the RAF.

## Plenty of sailors can be found far from the ocean

DESPITE the joint nature of the cramped base – a string of headquarters from CINC Fleet to NATO's Eastern Atlantic command – there's a noticeable Naval feel to the site.

There are little RN touches throughout Northwood.

In the messes, a stand holds the day-by-day history of the Navy open at the relevant page. There's nothing similar for the Army or Air Force on display.

But then, of the 2,500 military personnel at Northwood, the largest slice – 33 per cent – is Senior Service, 18 per cent are RAF and fewer than one in 10 are Army.

The Royal Marines provide the last line of defence – a detachment from the Fleet Protection Group stands guard at the gates.

In fact, RN personnel seem to hold many of the key posts which make Northwood function.

Chief caterer CPO Des Mercer presides over junior and senior rates' facilities which put every naval establishment to shame.

He has to provide food for 600 personnel at any one sitting.

For the junior ranks it's a posh self-service canteen similar to hotels or motorway ser-



● The military nerve centre from the air

## Trafalgar '05 plans still to be confirmed

DESPITE intense media speculation about Naval events to commemorate the 200th anniversary of Trafalgar, the Ministry of Defence's plans for the year's festivities are still being drawn up.

Trafalgar 2005 spokeswoman Cdr Pam Healy said the RN's involvement in commemorations would be announced in good time.

"We are working closely with a number of organisations to develop plans for the commemorations," she added.

"For the Royal Navy's part, no firm plans have been made yet, but events in London and Portsmouth are under consideration."

"All MOD plans are subject to scrutiny to ensure that the public's money is well spent and plans for the RN's part in Trafalgar 2005 are no different."

## 'An extraordinary year' for the Navy

THE NAVY'S two most senior officers have praised sailors, Royal Marines and their families for their efforts throughout "an extraordinary year".

In their end-of-year messages to the Senior Service, First Sea Lord Admiral Sir Alan West and CINC Fleet Admiral Sir Jonathon Band said servicemen and women and their loved ones could be proud of the contribution they had made to life at home and abroad during 2003.

Both admirals have praised the efforts of everyone involved with the Royal Navy in ensuring it met the challenges set it around the globe and at home last year met the challenges it was set last year – especially operations in Iraq and the emergency cover during the firefighters' strike.

"We should look back with pride at the professionalism and courage of all those involved in Operation Telic, while paying tribute to those who did not return. Our thoughts are with their families and friends," Admiral Band told the RN and RM.

"Thank you all for your hard work and good humour during 2003. You should be proud of your achievements."

Admiral West added: "The significant part that the Royal Navy played in Iraq was underpinned by the flexibility, professionalism and determination of all those in the Warship Support Agency, in headquarters, in Naval bases and in support organisations."

"I also know that the families of those at sea have received outstanding support throughout a demanding year; this is so important as it provides our people with the confidence to operate effectively and efficiently."

## Actaeon-packed reunion

VETERANS of sloop HMS Actaeon have commemorated the 50th anniversary of her paying off. Actaeon hoisted the White Ensign for seven years from 1946, based out of Simonstown in South Africa.

She was eventually sold to West Germany and served until 1964 as the Hipper, after the World War I admiral.

It was 2000 before an association for the ship and her crew of 192 was formed, and members decided the 50th anniversary of her decommissioning would be the perfect opportunity for a get-together in Leicester.

"It was fantastic," said former Actaeon crewman Tony Smith. "Some of the people had not changed in 50 years."

"Actaeon never fired a shot in anger, and during her seven years she was a happy ship."

The fledgling association is looking to bolster its numbers with former crew. Another reunion is planned in Leicester between August 8 and 10 next year.

Details from association secretary George Brandon at 4 Melba Way, Birstall, Leicester, LE4 4GT.

## Court martial ruling being considered

LEGAL experts are considering the implications of a European legal ruling which decided that Naval courts martial were 'unfair'.

Judges at the European Court of Human Rights in Strasbourg upheld a complaint by former Leading Seaman Mark Grieves who claimed the Naval court martial process was not independent or impartial.

Mr Grieves was convicted in 1998 of maliciously wounding with intent to do bodily harm. He was sentenced to three years' imprisonment, reduced in rank and dismissed from the Service.

Around 60 courts martial are held annually, the bulk in Portsmouth and Devonport.

Unlike the Army and RAF which use civilians, the Navy has highly-qualified, uniformed Judge Advocates who advise courts martial on legal issues at each hearing.

Each contested case is reviewed by the Judge Advocate of the Fleet, who is a civilian judge at Chichester Crown Court.

The Strasbourg ruling has not led to any RN court hearings being postponed or cancelled.

A Naval spokesman said: "We are considering the implications of the judgment and whether any amendments to the court martial system are required as a result."

"Any changes will be implemented as quickly as possible."





# Albion brings in the wow factor



● (Below) Officer of the Watch Lt Neville Smith keeps a lookout in full anti-flash gear during Albion's operational sea training off Plymouth



## New landing craft gimme shelter

● 6 Assault Squadron LCVs in formation for a beach landing



SHE may have a lion on her ship's badge, and a huge loading dock, but that is about all that HMS Albion shares with her predecessor Fearless.

It's the little things which make the big difference in Albion. Wide passageways and broad stairwells mean fully kitted-up commandos can move smoothly through the ship – even the floor is marked with arrows and green strips to point the way either to the landing craft or the flight deck.

In the sprawling loading bay, marines and crew wear personal radio headsets rather than rely on hand signals and shouting orders. (Of course, the deafening noise in the dock may have something to do with this).

It is at this 'business end' where Albion seems light years ahead of existing RN ships. Anyone who has sat in the dingy, cramped ops room of a Type 42 or Invincible class carrier, straining his or her eyes at a blinking green monitor will probably gasp if they join Albion.

The combined operations room – the battle at sea and on land is run jointly – is a bright, full-colour command centre with huge computerised maps. The days of pen and marker boards are over. Some improvements required no technology, just a bit of common sense.

Like the roll-on, roll-off facility on the large landing craft; a simple change which cuts loading and offloading times by half.

Troops going ashore also benefit. Commandos who served in Fearless and Intrepid invariably stepped on to the beaches cold and wet, fresh from a soaking as the waves spilled over the bow and drenched the assault party.

The new LCVs have a roof and doors to seal in the green berets and keep them safe from the elements. It can't stop the seasickness, of course. These 'flat-bottomed girls' are no better seakeepers than their predecessors. But at least Royal steps on to the shingle warm, dry and in a better condition to fight.

WE'VE had "more bangs for our buck" and "punching above our weight".

Now add 'the wow factor' to 21st century RN buzzwords.

It's what Cdre Chris Parry wants.

He wants to 'wow' the Senior Service. He wouldn't mind 'wow-ing' the enemy at the same time.

Aboard his flagship HMS Albion, the commander of the RN's amphibious assault forces gets to grip with his new post and his new vessel.

Albion is a ship the RN has needed for 20 years. Whatever affinity sailors had for venerable HMS Fearless (Chris Parry, as a former CO is one of those – he rescued a cabinet from her for his new command), her day had passed.

Seven months after she was handed over by builders BAE Systems, the 18,500 tonnes of Albion parked herself in the Solent for the first big test with Cdre Parry's battalions aboard, Exercise Bold Vision. Amphibious warfare is more than simply putting troops on to hostile shores.

It's a question of commanding the sea, the air and the land, and directing operations well beyond the beachhead.

Bold Vision is 80 per cent 'paper', 20 per cent 'practical'.

Its premise is that well-worn scenario of a jealous nation invading a smaller, weaker neighbour for political and economic gain.

In this instance it's the evil forces of Ginger swarming across PAT, a fictitious land centred on Portsmouth, Fareham and Gosport.

As we join, fighting rages around the suburb of Paulsgrove and special forces are slinking their way through the city's Guildhall. All on paper of course. The good folk of Pompey are oblivious that a decisive battle is taking place for their hometown.

And it is decisive. This is the acid test for Albion's command system, her huge operations room and planning staff, to ensure that the gadgets and gizmos she was fitted with, the impressive communications and intelligence systems, worked.

This is 21st century warfare. It's a world of chat rooms, the internet, electronic maps, friendly units moving across the landscape with their positions automatically reported.

The ops room is a hive of activity. It's also almost silent. Radio headsets pick up chatter barely louder than a whisper. But this is an ops room which doesn't need talk. Not in the traditional sense.

Albion has a sort of internet chat room, a means for crew to pass instructions, orders, information between each other, to thrash out ideas. What's the point, you might ask. Why not just talk the old fashioned way?



### ALBION AT A GLANCE

**Displacement:** 18,500 tonnes  
**Length:** 176 metres  
**Air support:** landing spots for two Sea King helicopters; can accommodate Chinooks  
**Complement:** 340, 305 embarked forces, with space for another 405 short-term  
**Strike power:** four LCU (Landing Craft Utility) capable of carrying up to 120 troops or a Challenger 2 tank; four LCVP (Landing Craft Vehicle/Personnel) carrying 35 Royal Marines and one tonne of kit

"The chat room idea cuts down noise in here, you don't have to repeat yourself, and you keep a running log of who's been told to do what," explained Lt Cdr Ian Denholm.

"It's only now that we're embracing this chat room idea. We were a bit sceptical about the computer system, but we've been really impressed. It's saving us an enormous amount of time."

**In the past, the carriers have always been the jewels of the Naval crown. In the future, I'd like to think Albion and Bulwark will take that title.**

– Cdre Chris Parry

That's something all Albion's crew are quick to stress. Technology is saving time. And with it decisions are made more quickly, orders passed on more rapidly, there's less confusion and ultimately lives should be saved.

In the planning room, staff can draw up detailed plans for air ops, disembarkations and movements on computer, then 'ping' the information electronically to other RN vessels.

There's no need to hand-plot charts, copy data into signal form and pass it on for other ships to turn into maps and orders.

There are teething problems in

● A Sea King approaches Albion's flight deck, with the huge landing dock ballasted down for trials

Pictures LA(Phot) Darren MacDonald

Albion to overcome – as expected with new ships – but the bulk of the wizardry is working.

Technology is, of course, nothing without the men and women driving it. As Commodore, Amphibious Task Group (COMATG), Chris Parry promises some radical thinking to the role – and some surprises.

Pretty much every amphibious assault since Gallipoli has followed the same formula. When the RN unleashes Exercise Joint Winter in Norway in March – the final tick in the box before Albion joins the front line – the Commodore says he'll have some tricks up his sleeve.

"I want to excite people with the 'wow factor' to get them thinking 'I didn't know we could do that.' But the person I really want to 'wow' is the enemy," added Cdre Parry.

His style is very different from his predecessor, Cdre Jamie Miller – 'The General' who led amphibious forces in Operation Telic – but equally dedicated to the cause.

"Our knowledge in Britain of amphibious operations goes back to 1066, but the amphibious world is the most difficult of all to operate in," the Commodore added.

There's another gauntlet the former flight observer has laid down: to oust the carriers as the darlings of the nation.

"In the past, the carriers have always been the jewels of the Naval crown. In the future, I'd like to think Albion and Bulwark will take that title," Cdre Parry challenged.

## COMATG – the place to be

UNTIL the future carriers arrive, no branch of the RN has a buzz about it like the amphibious warfare 'wing'.

Albion is only part of the RN's amphibious package which will transform the expeditionary force by the mid-decade. Sister ship HMS Bulwark is being completed in Barrow, while four RFA Bay Class auxiliaries, beginning with Largs Bay, will replace the aged 'knights of the Round Table'. The result: by 2006, the Navy reckons it will be able to land a strike force of 7,000 troops with equipment ashore if needed.

Even with that impressive force, there are small chinks in the armour, kit which the marines in particular believe would give them even greater punch.

Iraq showed that the RM would be wise to invest in gunboats. The US forces used them successfully in the waterways of the south of the country.

"Quad bikes proved very worthwhile in Iraq for carrying casualties or light anti-tank weapons. You can buy them very cheaply from a tractor dealer," said 3 Commando Brigade CO Brig Jim Dutton, who is keen to enhance the mobility of his green berets at sea and on land.



● Cdre Chris Parry

Faster landing craft and gunboats to protect them are all on Royals' wish list, but above all a sizeable hovercraft tops the pile.

"For a nation which invented the hovercraft we have made so little use of it," the Brigadier explained. "A medium-sized model, something which could carry our Vikings, would be ideal. With a hovercraft, you make the beach irrelevant." Indeed, you just glide straight over it and inland.

As for Albion herself, her CO Capt Peter Hudson is confident his ship will be fit for deployment come April 2004 – an impressive achievement considering 60 per cent of the kit aboard is not just new to Albion, it's new to the Navy.

"The design of this ship has really been thought through, and has made things move remarkably smoothly," he said. "There are things to iron out, but one thing we really noticed was the difference made when the contractors left and the staff came aboard. It gave crew a focus. It gives you the feeling you're up and running."

## BEAST of burden



● THE ACRONYM came first, then the explanation. 6 Assault Squadron, RM, in their new beach recovery vehicle moving up Wilson's Beach, Devonport. The original name for this nippy but powerful piece of armour – the Hippo – was 'a bit too camp' for the Royals, who promptly dubbed it 'the BEAST' (the initials are now emblazoned along the side). They then had to think of a description to fit the acronym. Hey presto, BEach Armoured aSsistance Tracked...





● (Above) An inter-war clash between the RN and Corinthians at Crystal Palace



● (Above) AB Mundy thumps the ball into the back of the net for the United Services League against Aldershot Command and (right) the Prince of Wales – briefly Edward VIII – chats with an RN player before the Navy-Army clash of 1921 at Fratton Park. The sailors came out 1-0 winners.



# Over the moon at century of pitch battles

EVEN in today's crazy footballing world the numbers on the back of player's shirts don't get anywhere close to 42,000.

So the Royal Navy Football Association must be quite glad that every one of its members doesn't don boots, shorts and shirts each week.

But as it begins its second century, the RNFA can look back on a century of sporting success, and a future of football promise.

The association celebrates its 100th birthday this year, looking to ramp up interest in the national game at all levels of the RN; strictly speaking every sailor and Royal Marine is a member of the association.

2004 should see a string of high-profile matches involving RN men and women around the world at grounds as diverse as Portsmouth's Fratton Park and Plymouth Argyle's Home Park to (hopefully) South Korea's World Cup final stadium.

That's the measure of the game's popularity, and as RNFA spokesman Cdr Steve Pearson points out "wherever there's a Royal Navy ship or unit in the world, there's a good chance they will play a game of football when they're in port".



In fact, it is that attitude which has won the RN plaudits from the Football Association. Working with CCPO Steve Johnson at HMS Temeraire, the FA is keen to promote ties between British football and the game worldwide with matches between ships and units on foreign visits.

At a time when the game's

image is tarnished back in Blighty, such matches at 'grass roots' level can go some way to restoring faith in the national game.

But RN football chiefs are quick to acknowledge that despite being the national game, there's nothing – yet – which quite competes with the Army-Navy rugby clash.

"Rugby's had a lot of attention recently, not just with the World Cup but also with the Army-Navy game," said the former HMS Newcastle CO, a lifelong Crewe Alexandra fan who still turns out sporadically on the 5-a-side pitch.

"But we've got Euro 2004 coming up, and if England do well, then we'll do well. Our links with the Football Association are growing stronger all the time."

The inter-war period was the heyday of Services football – the game saw a boom in general in the UK after the horrors of the 1914-18 armageddon.

It's a measure of the era that the future (albeit briefly) monarch Edward VIII was guest of honour when the the Army and Navy clashed at Portsmouth's Fratton Park in the 1921-22 season. He saw the Senior Service triumph 1-0.

Not surprisingly Pompey have been inextricably linked with the RN for the past century. Their ground hosted the Inter-Port competition for four decades from 1905. It's a tradition the RNFA is keen to revive; RN soccer bosses hope this season's Army-Navy match will return to Fratton Park.

The boom area in 2004 is women's football.

"We've seen a tenfold increase in interest in the ladies' game in recent year. That's encouraging, but so too is the progress on the pitch," Cdr Pearson stressed.

"Recently the women's side thrashed Yeovil Ladies – a good professional team."

The future of the men's game also looks bright. A RN side regularly turns out at the prestigious Dallas U21 Tournament – an invite not extended to many amateur sides – and the Navy players hold their own against some of the best youth football teams in the world.

It is, of course, a far cry from those early days of the RNFA.

The offices of the Southern Daily Mail in Portsmouth were the unlikely setting for the founding of the association 100 years ago.

One century on, the offices and the newspaper have gone, but the association continues to thrive.

And on the spot where it was founded, the offices of Zurich Insurance will host the centenary reception on January 13, ushering in the year's events.

Dinners, auctions and games with professional sides are all lined up, plus a raffle to win tickets to see a Euro 2004 clash in Portugal and other England internationals are planned for the birthday year.

■ Tickets for the RNFA dinner on HMS Warrior in Portsmouth on July 9 are available from the RNFA Secretary, HMS Temeraire, Burnaby Road, Portsmouth, PO1 2HB, priced £25. Open to all current and former RN players, coaches and officials.

● (Left) The modern face of the RNFA – the Ladies side clash with the Army in 2001

## 100 years of stars

THE Navy sides proved a breeding ground for footballing talent, especially in the post-Second World War era. Portsmouth FC in particular benefitted from the Navy's soccer stars – three ex-RN men formed the core of its 1949 and 1950 title-winning teams.

None more so than England stalwart Jimmy Dickinson; he spent three years in the RN in the 1940s before joining Portsmouth. He was capped nearly 50 times by his country and went on to manage the Fratton Park side. He didn't, it seems, turn out for the full RN side during his time in the ranks.

In the pre-war years, Rigger H L Coates made eight appearances for England from 1927-33.

A generation later, namesake Jimmy Coates donned his England jersey three times, played at the Melbourne Olympics in 1956 and was a regular for Kingstonians.

Among recent well-known footballing figures to blossom in the ranks is TV pundit and former player/manager Chris Kamara, the much-travelled midfielder who turned out for a string of respected clubs including Pompey, Bradford City and Stoke.

● England and Portsmouth stalwart – and former sailor – Jimmy Dickinson reads December 1954's Navy News



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# At Your Service



## Over to You

**HMS Ark Royal:** Seeking information about SLT Geoffrey Topham. He flew as an observer and was involved in the action against Bismarck. Matthew Gibbs is tracing his service history during WW2 and after. Any information, Matthew, 4 Stockwell Crescent, Knaresborough, North Yorkshire, HG5 0LD or email: [mcublo@btworld.com](mailto:mcublo@btworld.com)

**HM Naval Base at Avonmouth:** Mrs Diane Wheddon has a photograph of the base taken in July 1945, which includes her father, Lt W.E. Thompson RNVR. He went down with his ship on his return to the Merchant Navy aboard the SS Samptampa on April 23, 1947. Diane would be very grateful for any information on the base. Contact her at Ploughed Paddock, Ladymead Lane, Langford, Somerset, BS40 5EF or email: [brian.wheddon@ukonline.co.uk](mailto:brian.wheddon@ukonline.co.uk)

**Barracuda Aircraft:** Researcher wishes to contact eye-witness RN personnel who helped with the dumping of Barracuda aircraft in the Caribbean in 1945, after the war. Wishes to fill out story with personal accounts for a possible documentary about the inglorious end of these aircraft. Any officers and ratings who remember these events should contact Karl Kjarsgaard, 23 Middle Lane, Teddington, Middlesex, TW11 0HQ or email: [karlkj@sympatico.ca](mailto:karlkj@sympatico.ca)

**HMS Collingwood 1960s:** Does anyone have photos or a plan of HMS Collingwood in the early 1960s? If so, contact Frank Mattocks, 33 Allee Catherine de Duraignes, 33850 Leognan, France.

**HMS Diligence, Hythe Southampton:** John Reilly was there around 1957-8 working as a diver, checking the undersides of minesweepers. He is in the process of collecting photographs of the sweepers at the base and would appreciate any information

passed to him. Contact John at 74 Drayton Road, Kingsheath, Birmingham, B14 7LR or email: [reilly-john@btinternet.com](mailto:reilly-john@btinternet.com)

**HMS Diomed (Falklands) and HMS Scylla 1990-3:** Seeking former shipmates of George (John) Spedding. His wife would like to invite you to his 50th birthday bash on January 1. Contact Mrs Spedding on 07890 539760.

**HMS Fidelity:** Seeking information from anyone who knew Yeoman of Signals Albert Seekins, who was lost when serving in HMS Fidelity, New Year 1942-3. Contact his son Dennis Seekins, 10 Providence Place, Filly, North Yorkshire, YO14 9DU, tel: 01723 516505.

**HMS Ganges 1942 & HMS Quebec:** Seeking information from anyone who trained or served with Frank Goulding. He was possibly at Walcharen in 1944. Also any information on Bernard Challinor, who served with him. Both were from Stoke-on-Trent, Staffs. Contact his granddaughter, Mrs Julie Parker, at 'Lamorak', Chapel Hill, Sticker, St Austell, Cornwall, PL26 7NG, tel: 01726 70032 or email: [juejuey@talk21.com](mailto:juejuey@talk21.com)

**HMS Humber:** If anyone has any general information regarding HMS Humber could they contact David Leece, 94 St Martins Road, South Shore, Blackpool, Lancashire, FY4 2EA.

**HMS Jackal:** Seeking information regarding HMS Jackal, in particular Samuel Palmer DSM. Contact John Fair, 45 Dalewood Croft, Sheldon, Birmingham, B26 1NB or email: [FairJohnM@aol.com](mailto:FairJohnM@aol.com)

**HM Shore Establishments:** Dave Whitfield is seeking photo's or postcards of these bases that existed in the 1950-70s: HMS Victory (RN), HMS Excellent, HMS Raleigh, HMS Cochrane (Donibristle) and

HMS Lochinvar. All images will be returned if required. Contact Dave at 88 The Crofts, Silloth on Solway, Cumbria, CA7 4HA.

**HMS Obdurate, WWII:** On behalf of a relative, Pete Norris is trying to find out what happened to Cyril Blake, who came from Caister, Great Yarmouth. He served in HMS Obdurate. His body was never returned home, and exactly what happened has remained a mystery. If anyone can remember Cyril, or even better, what happened to him, could they contact Pete at 5 Litch Close, Bradwell, Great Yarmouth, NR31 8RP, tel: 01493 650026 or email: [petenorris57@hotmail.com](mailto:petenorris57@hotmail.com)

**HMS Sheffield:** Seeking Nick Undy, one of the first Sheffield lads to serve in the new 'shiny' Sheffield. Last known to be serving in Sheffield at Plymouth 1988-9. His dad was a train driver and his mum worked for Davies on Prince of Wales Road, Sheffield. If you have any information regarding Nick, contact Samantha and Donn Roberts, 60 Fulwood Heights, Fulwood, Preston, Lancashire PR2 9AW, tel: 01772 460296 or email: [samantha.soundwaves@blueyonder.co.uk](mailto:samantha.soundwaves@blueyonder.co.uk)

**HMS Starling P241:** Seeking information regarding a Rum Tub, 12" x 12" in dark oak with lid inscribed 'The Queen God Bless Her', said to be from the Senior Rates Mess. Neville Cain is seeking history for future records. It is thought to date back to the reign of Queen Victoria. Any information to Neville Cain, 18 Heycroft, Whitefield, Manchester, M45 7HX, tel: 0161 766 2103 or email: [neville.cain@btworld.com](mailto:neville.cain@btworld.com)

**Submarine ratings, pre 1913:** The search for the names of about 2,000 ratings continues. Only the names of those who died or had accidents are known of those ratings in submarines from 1901 to 1914. The Muster Rolls and Pay Lists were held on the submarine depot ships. If you have a copy of these lists, could you contact David S. Campbell, 1620 Sunview Drive, Ottawa, Canada, K1C 5C5, or email: [campbell001@rogers.com](mailto:campbell001@rogers.com)

**HMS Wastwater:** On Dec 1 1941 Maurice Hampson replaced a British Tel who had been taken ashore with appendicitis, at Halifax, Nova Scotia. He sailed straightaway to provide submarine escort for Lord Kelvin, a cable repair ship. His Naval Record originally showed this, but somewhere along the way has been crossed out. To get this reversed he wants to contact any surviving crew members who can testify that he was indeed on board the ship at that time. Contact Maurice at 12108-53 St. NW, Edmonton, Alberta, Canada, T5W 3L9, or email: [navalmail@shaw.ca](mailto:navalmail@shaw.ca)

## Calling Old Shipmates

**HMS Basset:** James 'Jimmy' Callaghan, from Glasgow, seeks surviving crew and/or info. He served in her in the 1940s in the North Sea; CO was Lt N. Herriot. Contact David Callaghan, at 100 Durham Road, Gateshead, NE8 4EL, or email: [david.callaghan@newcastle.gov.uk](mailto:david.callaghan@newcastle.gov.uk)

**HMS Bulwark:** Seeking members of the Seaman POs Mess [202] who served in Bulwark 1973-76 to organise a 30th anniversary get-together or just to hear from them, including: Gordon Isherwood, Fess Parker, Dingier Bell, Scouse Loyden, Jess Beattie, Rocky Hudson, Jan Cornwell, Gibbo Gibson, Roy Curtis, Woody Woodfield, Fred Fleming and Derek Allison. Contact Chris Thomas, 01492 879961, email: [agcc09@dsl.pipex.com](mailto:agcc09@dsl.pipex.com)

**Loch Killisport:** Does anyone have a photo of the football team that held the Small Ships Cup in 1964-5? Contact Chris Thomas on telephone 01492 879961 or email: [agcc09@dsl.pipex.com](mailto:agcc09@dsl.pipex.com)

**HMS Bulwark:** Seeking mates from 5F Mess, 1978-80 - JJ Rae and Charlie Atkins, both AB(M) at the time. Contact M. Thomson, 16 Clifton Gdns, North Shields NE29 6XZ, 07905 088227, email: [frmc@btinternet.com](mailto:frmc@btinternet.com)

**HMS Carysfort 1944-6:** Seeking Joe Ball, Tommy Townson or anyone from any commission. Contact Bill Cook on 01304 205784, email: [bcoc@btinternet.com](mailto:bcoc@btinternet.com)

**George H Cottrell** has been seeking old pal Dennis (Denis) Clark (Clarke) for 40-50 years. Last heard of in Dagenham. Contact George at Charnwood, Park Rd, Sutton-on-Sea, Lincs, LN12 2NJ, tel: 01507 441962 or email: [george.cottrell@ukonline.co.uk](mailto:george.cottrell@ukonline.co.uk)

**HMS Delight 1959-60:** Seeking F. (Robbo) Robinson and D. (Taff) Forrest. Contact A. Gittens at Lyncroft, Trench Road, Trench, Nr Wellington, Shropshire, TF2 6PF, or email: [oldgeezers@sagainternet.co.uk](mailto:oldgeezers@sagainternet.co.uk)

**HMS Drake:** Andy Stone worked with RPO Wren Janet Margaret Ridley (Jae) in HMS Drake from 1986-88 and hasn't seen her for ten years. Contact Andy tel 01822 610806, email: [andythepilgrim@hotmail.com](mailto:andythepilgrim@hotmail.com)

**HMS Drake:** Ex-CPO Colin Lloyd seeks ex-Wren WTR Stacy Daly (served 1990-5, mostly HMS Drake). Lost contact four years ago. Contact Colin at 3 Chiseldon Court, Chiseldon, Swindon, SN4 0NE, email: [colinlloyd@propeysearchgroup.co.uk](mailto:colinlloyd@propeysearchgroup.co.uk)

**Steve (Jasper) Pearson** seeks Ian (Soapy) Watson from Dundee. They did RP training together at HMS Dryad then joined HMS Zulu, all around 1965-7. Contact Steve at 1 Ashbourne Drive, Pontefract, WF8 3QZ, 01977 797434, email: [JANCON7@aol.com](mailto:JANCON7@aol.com)

**HMS Duchess:** Seeking members of the racing whalers crew from Malta 1956-57 (Suez). Stroke - Ox Elliot, Tony 'Lotty' Otton rowed at second stroke. They were Hamilton Cup winners and small ships 'Cock of the Fleet'. Local pub was The Golden Flea (Barbary Coast). Any info, especially a crew photo, appreciated. Contact Tony Otton, 75

Galaxie Road, Cowplain PO8 9AT, tel: 023 9259 4292, email: [Garrykaren@aol.com](mailto:Garrykaren@aol.com)

**HMS Fife, Comms Dept (Falklands deployment 1963-4):** Trying to locate and contact as many ex-ROs and serving ROs or OM(C)s from this trip, with a view to organising a 20-year reunion in 2004. Contact Marc 'Taff' Jones on telephone 014 4369 4127 or email: [Marc.Jones@btv.co.uk](mailto:Marc.Jones@btv.co.uk)

**HMS Figsard:** Russ Poore joined Figsard in 1977 as a CEA, ending up in submarines as a DCB maintainer on Warspite and Churchill. Left as CPWEA 1990 and went to Oz in 1996. Visiting UK (July 04) for first time since emigrating, and hoping to catch up with shipmates, especially Ginge Newbit, Scouse (Neil) Weaver, Paul Sanders and Gordie (Ian) March. Contact Russ at 14 Edmonds Cove, Safety Bay, WA 6169, Australia, email: [russell.poore@defence.gov.au](mailto:russell.poore@defence.gov.au)

**HMS Invincible:** Clive Atterbury (left RN 1995) seeks Adrian Armstrong. They were communicators in HMS Invincible in the early 80s. Contact Clive at 6 Owen Rd, Blinton, West Midlands, WV14 6QH, 01902 564523, email: [c.atterbury@blueyonder.co.uk](mailto:c.atterbury@blueyonder.co.uk)

Seeking anyone on the Kent (Russian Convoys), destroyer Garland, converted Merchant Ship HMS Fiona and submarine Otus in South Africa. Contact Doug Manning on 01423 858892 or email: [douglas@manning10121919.fsnet.co.uk](mailto:douglas@manning10121919.fsnet.co.uk)

Seeking friends of AB (Kipper) Kibblewhite, served HMS Raleigh, Nelson, Faslane and Fearless in the Falklands.

Surprise 40th birthday party planned for January. Contact his sister Brenda Preston, 130 Wilton Road, Stockley House, Victoria, London. Tel: 020 7276 3285.

**HMS Northumberland:** Seeking OM(AW)1 Ricky Goddard, last known on Northumberland - a mate of Owan 'Taff' Humphreys. Taff gets married in the summer and wants Ricky and others still serving to attend. Contact Taff at 2 Holm Oak, Rhosoddu Rd, Wrexham, LL11 2LP, tel: 01978 262293, email: [stephen.humphreys11@btinternet.com](mailto:stephen.humphreys11@btinternet.com)

**Do you know of the RN Physical Trainers Branch Association (RNPTBA)?** Membership includes annual publication and reduced entrance costs to RNPTBA events. Contact CPOPT 'Tiny' Nash on 023 9272 5552, write to Secretary RNPTBA, HMS Temeraire, Portsmouth, PO1 2HB or visit the website [www.clubswinger.org](http://www.clubswinger.org)

**HMS PuncHESTON 1962-3:** Eric Hampshire in Australia seeks crew members during Far East commission. Contact Mrs K. Pitcher at 6 Moorview Close, Harlesyke, Burnley, BB10 2HD, tel: 01282 412598.

Topsy Turner seeks PTI Jock Irvine, HMS Manxman 1965-67, then Plymouth Command. Also Wren Maureen 'Mo' Morley, HMS Excellent projectionist (1958-60) and good friend of LWRN Val Wray. Last known Wimbledon/Merton 1960-3. Also Eddie Innes, HMS Ceres 1957 and drafted to submarines. Val Wray and Topsy were witnesses to your wedding in Tadcaster. Contact Topsy on 01775 725307 tel/tax.

## Navy News on tape

Navy News is available free of charge on tape from Portsmouth Area Talking News for those with difficulty reading normal type. For details, contact 023 9269 0851 and leave a message with a contact phone number. No special equipment is required to play the tapes, which are standard 90-minute cassettes.

## NEPTUNE'S LEGACY

by Nixie Taverner

The first book to be published in Britain about HMS Neptune, lost with all but one of her crew on the night of 19 December 1941. A major naval disaster of WW2, it has been strangely neglected until the present author (daughter of Neptune's last Captain, Rory O'Connor) determined to write this biography of the ship and as many as possible of those who sailed in her.

302pp, 7 illustrations and 106 portraits of crew members on 13pp. 2maps. With Appendix by Cdr John McGregor on the loss of HMS Kandahar which attempted to go to Neptune's assistance.

Paperback. £18.95, post free. Airmail outside Europe £4 extra. Arcturus Press, The Manse, Fleet Hargate, Lincolnshire PE12 8LL

## The Association of Royal Navy Officers

Patron Her Majesty The Queen

In addition to being a leading charity for officers and their dependants, ARNO is a membership association which is open to serving and retired commissioned officers of the RN, RM, QARNNS, former WRNS and their Reserves. The association has 9,550 members for whom it provides financial, social, and other advantages, the financial alone giving savings which substantially exceed the annual subscription (£12 per annum or £180 for Life)

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For membership application form, please complete the following:  
TO: LT CDR I M P COOMBS RN, ARNO, 70 PORCHESIDE Tce. LONDON W2 3TP  
Please send me details and a membership application form:



## Reunions

### February

**HMS Andromeda 1968-72:** Reunion is being held at the Aston Court Hotel, Coventry in February. Wives, girlfriends and partners are all welcome. For further details contact Des (Birdie) Cope, The Rodings, Byng Hall Road, Ufford, Suffolk, IP13 6EJ, telephone: 01394 461082 or email: [birdie-cope@des-chris.fsnet.co.uk](mailto:birdie-cope@des-chris.fsnet.co.uk)

**HMS Warwick D25 and Wellington Bomber HF168:** A Remembrance Service to commemorate the 60th anniversary of the loss of the respective crews will take place at 10.30 on February 22 at St Merryn Parish Church, Cornwall. More details from John Puddicombe on 01752 516210.

**HMS St Austell Bay, 1945-56:** Reunion at Cheltenham on February 28. All commissions welcome. Contact Doug Hughes, 19 Kipling Road, St Marks, Cheltenham, Gloucester, GL51 7DJ, tel: 01242 691259 or email: [dh005a3792@blueyonder.co.uk](mailto:dh005a3792@blueyonder.co.uk)

### March

**Royal Naval Communications Association:** Reunion, March 12-13th in Coventry. Contact Carl Beeson, 8A Sea View Terrace, Liphon, Plymouth, PL4 8RL, telephone: 01752 253746 or email: [slanpro@liphon.eurobell.co.uk](mailto:slanpro@liphon.eurobell.co.uk)

**Maralinga Nuclear Tests, Australia 1956-66 - HMS President:** All RN and civilian personnel who served at the range are

invited to the next RNMA reunion at the RBL Club, High Wycombe, on March 14. Details from Jon Pearcey on 01903 786266 or email: [annunjohn@suspanet.com](mailto:annunjohn@suspanet.com)

**HMS Dido 1965-66:** Reunion is being held at the Home Club, Portsmouth on March 27. For details contact Des (Birdie) Cope, The Rodings, Byng Hall Road, Ufford, Suffolk, IP13 6EJ, tel: 01394 461082 or email: [birdie-cope@des-chris.fsnet.co.uk](mailto:birdie-cope@des-chris.fsnet.co.uk)

**RNKS (East Anglia):** Reunion at 1200 on March 28 in the 'Shipwreck Bar', Sholsey Marina, Ipswich (old Enright Block, HMS Ganges). Details from Peter Brooke, 7 Penn Close, Capel St Mary, Ipswich, IP9 2UE, tel: 01473 310189.

### April

**HMS Ladybird (Sasebo-Japan 1950-53)** Association hold their annual reunion at the Angel Hotel, Royal Leamington Spa, from April 2 to 3. Contact Terry Cooper, 28 Hogrove Lane South, Malton Road, York, YO32 9TG, tel/fax: 01904 425883 or email: [TERRYCOOPER7@aol.com](mailto:TERRYCOOPER7@aol.com)

**HMS Venerable Association:** Reunion April 2 - 5 at the Royal Court Hotel, Keresley, Coventry. All enquiries to Ken Godfrey, 21 Chelmer Drive, Hutton, Brentwood, Essex, CM13 1NP, tel: 01277 215657.

**HMS Ceylon (1943-60)** Association welcomes shipmates from all commissions. Next reunion at the Trecarn Hotel, Babbacombe, Torquay from April 23 to 26. Enquiries to

Trevor Willerton on 01329 314166 or email: [joanandtrevor@btworld.com](mailto:joanandtrevor@btworld.com)

**HMS Middleton (L74) Association:** Reunion is on April 23-24 at the RMA Club, Leamington Spa. All shipmates and friends welcome. It's the Big One, and may be the last. Details from Mike Alston, 6 Belmont Park Road, Maidenhead, Berks, SL6 6HT, tel: 01628 629655.

### May

**The 'V & W' Destroyer Association** Reunion takes place at the Burlington Hotel, Eastbourne, from May 7 to 10. Enquiries to C. Fairweather on 01206 240614.

**23rd Destroyer Flotilla Association:** The final reunion will take place in the Senior Rates Mess, Nelson Barracks, Portsmouth on May 29 at 1800hrs. Don't be late as some of the lads and officers are travelling to Normandy after the party. Details from Bill Swift, 37 New Road, Lovedean, Waterlooville, Hants, PO8 9RU, or tel: 023 9259 1032.

### August

**HMS Actaeon, South Atlantic 1946-53:** The reunion will take place at Leicester Senior Service Club August 6 to 8. All ex crew are invited plus the German arm from the Schillregrette Hopper. Contact George (Ginger) Brandon on 0116 267 3755 or see website at [www.hmsactaeon.co.uk](http://www.hmsactaeon.co.uk)

**Operation Skua:** The 30th Anniversary

reunion of Operation Skua takes place in Norway from August 27 to 29. Hope to see you there. Operation Skua webpage at <http://home.online.no/~oela/page5.html> Details from Oyvind Lamo at [oela@online.no](mailto:oela@online.no) or Andrew Linsley on 01947 840466 or email: [andrew@blacksburnskua.fsnet.co.uk](mailto:andrew@blacksburnskua.fsnet.co.uk)

### September

**HMS Caprice (World Cruise 1968)** Association annual reunion at Quality Hotel, Bournemouth, on September 24-25. Contact Phil Evans, 68 Leicester Rd, Fallowfield, Manchester, M35 0QY, tel: 0161 681 9044 or email: [hms.caprice@virgin.net](mailto:hms.caprice@virgin.net)

**RN HQ Ships, Bulolo, Hilary and Largs - WWII:** Grand final reunion from September 25-27 at the Royal Sailors Home Club, Queen Street, Portsmouth. Contact Lewis Goodwin, 26 Church Lane, Reepham, Lincoln, LN3 4DQ, tel: 01522 750506 or email: [lgoodwin@btopenworld.com](mailto:lgoodwin@btopenworld.com)

### October

**Artificer Apprentice (Entry October 1946)** Classmates from Exmouth (Figsard) and Duncan (Caledonia), next reunion at Warner, Holme Lacy, Herefordshire from October 8-11. Details from Ivor Norsworthy, 22 Thornhill Road, Mannamend, Plymouth PL3 5NE, tel: 01752 663330 or e-mail: [ivor@norsworthyhouse.freeserve.co.uk](mailto:ivor@norsworthyhouse.freeserve.co.uk)

**HMS Yarmouth 1959-86:** Any members of the 'Crazy Y' or 'Rubber Duck' who want to be included in the next reunion in Great Yarmouth on October 16 should contact Alan (Dusty) Miller, 8 Eltham Close, Bramley, Rotherham, South Yorkshire, S66 3XZ or email: [dusty@hms-yarmouth.com](mailto:dusty@hms-yarmouth.com) or see the website at: <http://www.hms-yarmouth.com>

### November

**HMS Euryalus, F15, 1st Commission:** Reunion on board HMS Warrior, November 6, to commemorate 40 years since commissioning. Contact M.D. Ellington, 11 North Close, Royston, Herts, SG8 5EZ, or tel: 01763 230654.

# Naval crockery set is donated to HMS Cavalier

A COLLECTION of original Royal Navy crockery has been presented to preserved World War II destroyer HMS Cavalier in order to help interpret what life was like in the ship.

The collection, which includes both porcelain and china, bears the traditional 'foul anchor' motif of the Royal Navy.

It was presented by Mrs Gillian Wettern, widow of distinguished Naval author Desmond, who was for many years the Naval correspondent for the *Daily Telegraph*, and received by Mrs Jane Sharman, President of the HMS Cavalier (Chatham) Trust.

The veteran warship is on display at the former Royal Dockyard at Chatham, in Kent.

The crockery set includes serving platters, coffee pots, plates, cups and saucers, and will be used to recreate the living conditions found on board warships at the time.

Cavalier and ships like her



● Jane Sharman (left) and Gillian Wettern with RN crockery at HMS Cavalier in Chatham

would have had a substantial inventory to cater for the ship's company - more than 200 in the

case of Cavalier - and the social occasions and diplomatic functions that would have been staged in foreign ports when British warships represented the British Government.

The heavier china brought practical benefits at sea, where it survived rough weather when not stowed in its secure wooden racks.

The finer porcelain could then be reserved, and was used when conditions were less arduous.

Desmond Wettern collected the china during his long and distinguished career writing about the Royal Navy, and his service as an officer in the Royal Naval Reserve.

Mrs Wettern said: "Desmond would have been delighted to see his collection returned to the Service he so much admired."

"I was very pleased to be able to help HMS Cavalier and the Historic Dockyard Chatham, and to continue my association with this historic memorial to the men who lost their lives in destroyers during World War II."

## Military Mobiles

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www.militarymobiles.com

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# Raise that report!

AS WE approach a new promotion year, I thought it would be worthwhile to run over how merit-based promotion operates.

That said, ten per cent of this year's AB to Leading Hand promotions will be drawn from the old frozen rosters under transition rules although, for many specialisations, this transition phase is over at AB level with many rosters empty and applicable individuals already selected for promotion.

The promotion system truly works on merit, as expressed in the RORRS Record 3 report.

The Selection Boards are instructed to consider merit, tempered by experience.

Merit is defined as "suitability and capacity to be employed in the next higher rate and beyond."

"Promotion is not awarded purely for current and previous good performance."

"Factors such as consistency of success (especially in the face of particular challenge), leadership and management acumen, accomplishment with people, ability to think at a level above peer group and future employability in both specialist and broader drafts all constitute merit."

One of the regular sources of grievance is the individual who considers him or herself to be the best of their contemporaries without acknowledging that there are others whose reports may be demonstrably stronger.

WO(P)(RN) provides a Promotion Prospects Assessment (PPA) to CCPO (WO2) and CPOs with more than five years' seniority to provide an insight, based on his-



'Well, you could say he stands out in a crowd...'

toric and statistical information, of an individual's likelihood of promotion.

For the RM, WO(Prom) provides equivalent information direct to any RM who requests feedback about a Selection Board.

Reports are the lifeblood of the promotion process.

The promotion sections exist to ensure that reports are received in line with the timescales shown in Table 1 (top right), that the report is of an acceptable standard and that all eligible candidates are presented.

It is very disappointing that, irre-

spective of these lead times, in excess of three months in some cases, we still receive reports late, sometime the day prior to the Board sitting.

It is the responsibility of the Divisional Officer to raise the report on the correct dates, and of the individual to ensure that they are aware of these report dates and what it means to them.

The Board is formed from volunteers from the employers, trainers, and HQ staffs, with a slightly differing composition dependant on the level.

WO(P) and SO2(P) (from RM)

maintain lists of volunteers.

For the Senior Rate/SNCO Boards, a number of the members become standing, dependent on their appointment; the Branch Manager, Drafting Commander/Corps Drafting Officer sit on all relevant Boards (see Table 2, right).

The board will be presented with an individual's promotion dossier and instructed to read and assess the individual.

Once all dossiers have been read, the three board members' independent assessments are compared and a batting order developed.

If there are two or more individuals with the same ranking, the reports are re-read to determine relative positions.

The Director Naval Personnel Strategy in Victory Building will provide the numbers to be promoted that year, which is determined by the number required at the higher rate less current strength and less those leaving the Service within the year, adjusted by the Branch Manager's overview.

The promotion signal is then collated and issued within two working days of the completion of the Board.

However, it is embargoed for 24 hours from issue to provide time for the Command to inform the individuals prior to the information becoming general knowledge.

To summarise, the RORRS report is the key to promotion.

It must be accurate, describe potential and be submitted on time so that an individual has a chance of being selected into one of the promotion vacancies.

Rank	Report Date	Promotion Boards sit
AB	31 January	May/June
LH	30 April	June/early July
PO (Non Tech)	30 June	Oct/Nov
CPO (Tech)	30 June	Sept/Oct
CPO (Non Tech)	30 November	Feb/March
WO2 (Tech)	30 November	Feb/March
WO1	30 September	N/A
All Royal Marines	31 August	November

Table 1

Board	Board Composition
AB to LH	CPO (of Specialisation) WO (of Specialisation) Lt Cdr (of Branch)
LH to PO	WO (of Specialisation) Lt (of Branch) Lt Cdr (of Branch)
PO to CPO (Non Tech) CPO to WO2 (Tech)	Branch Manager (Cdr/ Lt Cdr) Drafting Commander (Cdr) Cdr/Lt Cdr (of Branch)
CPO to WO1 (Non Tech) WO2 to WO1 (Tech)	Capt/Commodore (of Branch) Branch Manager (Cdr/Lt Cdr) Drafting Commander (Cdr)
RM WO2 to WO1	Colonel Colonel Lt Col
RM C/Sgt to WO2 RM Sgt to C/Sgt	Corps Drafting Officer (Lt Col) Major WO1 (not of Specialisation)
RM Cpl to Sgt RM Mne to Cpl	SO2 (Promotions)(Major) Major/Captain WO1 (not of Specialisation)

Table 2

## Points of Contact are:

**Royal Navy:** RCMO: Lt Cdr Paul Stanton (93844 2181); **WO(P):** WO(WTR) Andy Meredith (93844 2383); **JR Board Secretary:** CPOWTR Doreen Towers (93844 2383); **SR Board Secretary:** CPOWTR Kev Rowe (93844 2498); **Warfare:** LWTR Ali Snape (93844 2382); **FAA Engineering:** LWTR Karen Snow (93844 2382); **SM:** LWTR Dawn Berridge (93844 2458); **Supply:** LWTR Katie Baker (93844 2458); **Engineering:** LWTR Becky Liptrott (93844 2383); **FAA Warfare/Comms/Reg/PT:** LWTR Lynsey Horne (93844 2458); **Royal Marines:** SO2 Prom: Maj Alex Murray (93832 7516); **WO(Prom):** WO1 Paul Hadley (93832 7515); **RORRS Custodian:** Cpl Steve James tbrb Cpl David Bonsall (93832 7570); **JCC & SCC Loading:** Ms Di Keeling (93832 7569); **Candidacy & SOLE:** WTR Debbie Rowland (93832 7572)

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● (Above) A kiss for PCT Zoe Beer from two of Leeds' more amorous inhabitants as (left) the Band of the Royal Marines forms up in the city centre and (below) Ark's crew march past the market watched by shoppers as they exercise their Freedom of Leeds

**Pictures: PO(Phot) 'Scooby' Dua and LA(Phot) 'Herbie' Haycock**



## ...and Sir Jimmy is one Nell of a visitor

TV PERSONALITY, DJ and charity champion Sir Jimmy Saville maintained the Leeds-related theme when he was given a guided tour of the flattop.

Sir Jimmy, Leeds born and bred, travelled to North Shields to see his city's adopted ship and sailors – and didn't disappoint.

"Jimmy's famous for his cigars, jewellery, outlandish clothes and catchphrases and even though he's approaching 80, he was on top form and as witty as ever – even managing to steal a kiss from a few admirers," said Lt Cdr Jonathan Stamper.

"Many of the crew remember him from his Jim'll Fix It days – some even admitted having sent letters to him all those years ago."

And the visit was a chance for Sir Jimmy to catch up with old acquaintances, not least supply officer Lt Vicky Whale who escorted the veteran broadcaster on his tour; the last time the two met was



● Flying without wings: Sir Jimmy Saville drops in on Ark in North Shields...and crew get in on the act next to the Goalkeeper gun

aboard Ark's sister HMS Invincible, when the officer was just eight.

The veteran broadcaster left the ship with a unique memento – an

"Ark Royal fixed it for Jim" badge. And as Sir Jimmy stepped off the carrier, model, TV presenter and Leeds lass Nell McAndrew clambered up the gangway to hand over free chocolate and a £17,000 cheque to crew.

The cash for Ark's welfare fund was the carrier's dividend from NAAFI's handout to the RN this year – a fund boosted by all the sweets and choccies Ark's crew munched through off Iraq – and Nell, who regularly works with the organisation, presented the cash.

She also dipped into her own pockets to give crew Yorkie bars and shaving gel which she promoted in an advertising campaign, as well as touring the ship, signing copies of her calendar and posing with sailors for photographs.

● Model Nell McAndrew snuggles up to NA(H) Will Taylor in his pit in Ark Royal



# Ark Leads the way into 2004

OPERATION Telic flagship HMS Ark Royal brought the curtain down on an emotive 12 months with high-profile visits to Tyneside and Yorkshire.

After a stop-off in Amsterdam and exercises with her Harrier jump jets in the North Sea, the carrier headed back to Blighty to renew long-standing ties with the people of Leeds.

The city adopted Ark Royal III shortly before she was sunk in 1941 and raised the then colossal sum of £9.3m – more than £75m by today's standards – to fund her replacement.

For the past 30 years, crew have enjoyed the freedom of the city – a privilege most recently exercised in November.

Leeds folk kept up links with Ark during operations in and off Iraq, sending letters of support to the ship and her crew.

Sailors had the chance to repay that support after flying exercises in the North Sea, when the carrier put into Tyneside – the 20,000-tonne warship is too large to squeeze down the waterways of West Yorkshire.

From North Shields it was a bus ride for 200 crew, led by Ark's CO Capt Adrian Nance.

The sailors formed up for Lord Mayor Cllr Neil Taggart and thousands of city folk who braved the brisk weather to watch Ark Royal sail on the streets of Leeds for the first time in nine years.

A Royal Marines band, a platoon from TS Ark Royal Sea Cadets and members of the RNA and Royal British Legion lined up in front of Leeds Civic Hall, then

marched around the city centre.

"The visit to Leeds provided Ark Royal with a perfect opportunity to show the people of Leeds how highly we prize our relationship with them," said Capt Nance.

"The freedom parade is a tradition to be treasured and maintained. Parading through the streets with a band playing, Colours flying and bayonets fixed is an extremely auspicious occasion."

● Back to business: (Right) a Harrier soars into the North Sea sunset and (below) Ark cuts an impressive sight as she approaches Amsterdam under stormy skies



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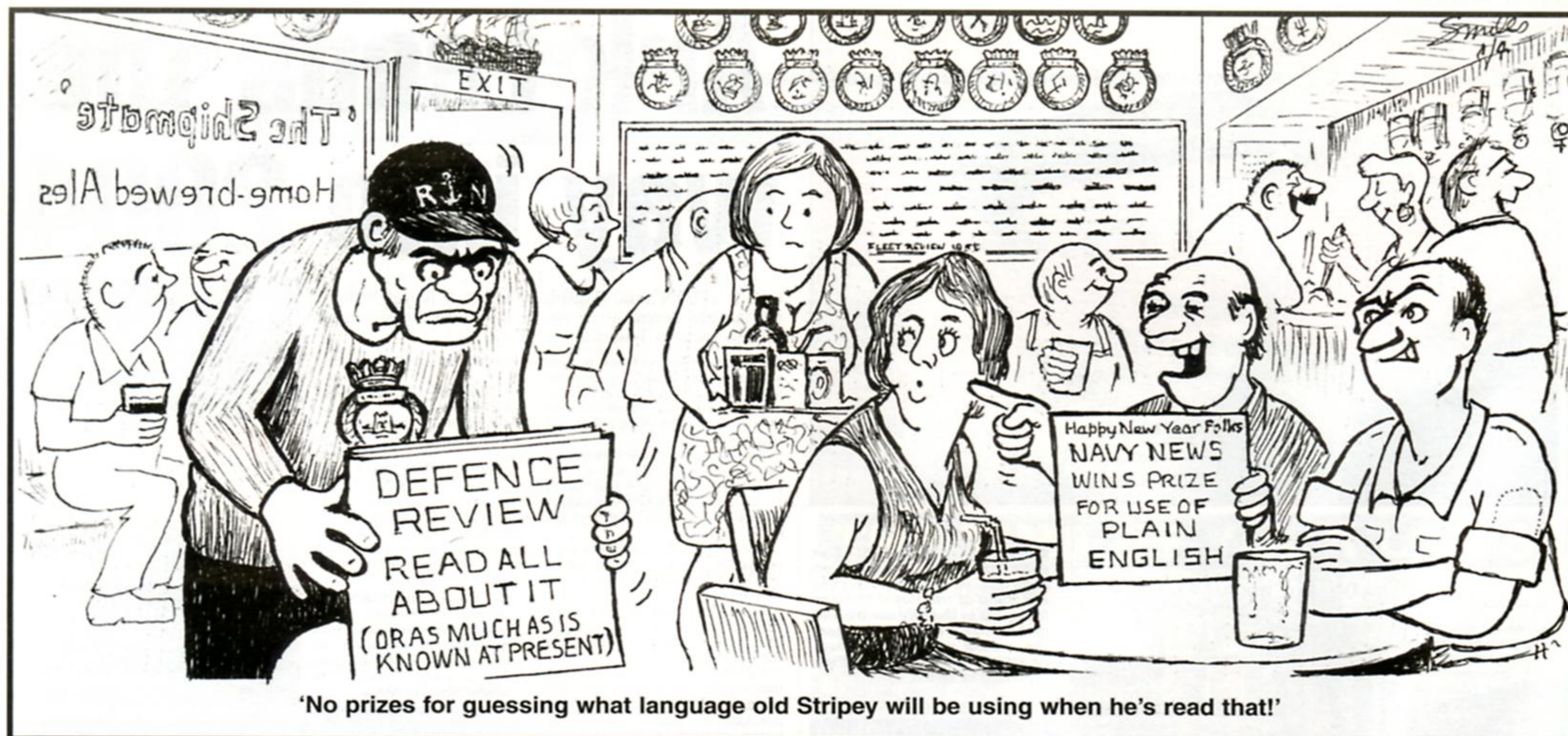
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'No prizes for guessing what language old Stripey will be using when he's read that!'

## NEWSVIEW

### English as she should be spoke

**I**n congratulating Navy News on its third Plain English Campaign Award, the Royal Navy's new Director of Corporate Communications remarked that on returning after two years away as Naval Attache at the British Embassy in Paris he couldn't understand what anyone was talking about.

The Royal Navy's own record for plain speaking doesn't bear close scrutiny. It remains devoted to its own jargon and ever more lengthy and convoluted acronyms, which hardly makes for better communication with the taxpayer, let alone its own people. Many of our older readers in the wider Naval family are constantly bemoaning the fact.

There are signs of improvement lately – such as the excellent series of booklets on the benefits of employment in the Royal Navy issued to all personnel in August last year which was a model of clear communication. But there is obviously still a long way to go if even senior serving officers are confused after only a short absence from the mainstream.

This year the Plain English Campaign's judges had a tough time choosing their 'Golden Bulls' – the booby prizes given to the worst examples of public information writing.

The pile of entries weighed in at almost two kilograms and included offerings from Australia, Malaysia, Ireland, the United States and Botswana. Said Campaign spokesman John Lister: "Ordinary people are faced with gobbledegook and jargon every day and it just grinds us all down and makes our lives a little more miserable. We're appealing to all writers not only to use plain English wherever possible, but also to make sure they don't overload people with unnecessary information. Official documents shouldn't leave readers reaching for a dictionary and a packet of paracetamol."

That's as good a New Year resolution for the Navy as for anyone else.

### No sex, please

*Master & Commander* is a courageously all-male film. There is no love interest in it – not even a hint of homosexuality in the close relationship between the two main protagonists, CO 'Lucky Jack' Aubrey and his surgeon pal Stephen Maturin.

What it shows instead is the enormous bond of affection that exists between comrades-in-arms thrown together in the tiny, claustrophobic world of its own which, in 1805 as now, exists in a warship.

No one who has not experienced it can properly appreciate it – but for those who have, the parallels with life on board Aubrey's HMS *Surprise* will come as no surprise at all.

### Just a footnote

WHEN former Chief of Defence Staff Admiral Boyce oversaw the UK's preparations for the war on Saddam Hussein last March, he promised: "The Coalition forces must disarm the Iraqi regime. This is our task and we shall prevail. We will then return Iraq to her people." With the capture of Saddam the last part of that promise must be closer to realisation.

Like Hitler, another supremely nasty dictator he professed to admire, Saddam Hussein was finally trapped in a hole in the ground. But at least Hitler had the guts to fall on his sword. In the end, Saddam, it seems, lacked the physical as well as the moral courage of his convictions, which should not impress even the most ardent of his remaining supporters. He deserves to be remembered as just a footnote in history.

# Plain English hat trick for Navy News

NAVY NEWS has won its third Inside Write award in the Plain English Campaign – the other two were in 1996 and 1998.

The presentation was made at The Brewery, London by broadcaster Fiona Bruce. The citation said: "The Royal Navy has been successful yet again in this category of awards. This colourful newspaper is consistently well written and presented.

"The good mixture of photographs and short articles with a wide range of subject matters makes this a very interesting read.

"Our judges found the articles on Simon the cat and Just Nuisance, a Great Dane which enlisted in the Navy in 1939, particularly entertaining.

"As well as these humorous anecdotes, there are obviously more serious topics covered and all are written in a way which is easy to read."

Plain English Campaign is an independent pressure group formed in 1979 to fight 'gobbledegook and unclear public information'.

It has almost 4,000 registered supporters in more than 70 countries, funding itself through commercial activities including editing and training.

The Campaign's Crystal Mark seal of approval, which is based on rigorous testing on the public, now appears on more than 9,000 documents.

● **Right:** The Inside Write winning issue from November 2002. **Below:** Fiona Bruce hands over the award to (left to right) Lisa Taw (Business Manager), Jim Allaway (Editor), Gemma Woodin (Front Office) and Richard Hargreaves (Assistant Editor)





# Terrorists may use the oceans

THE Navy's senior 'fighting' admiral warns that terrorists will increasingly move by sea in the future.

Rear Admiral David Snelson, Britain's Naval commander during Operation Telic, believes as the global war against terrorism denies country after country to them, the militants will look to move by sea.

The admiral - Commander of UK Maritime Forces, the RN's most senior seagoing command - says more must be done to tackle the problem of terrorism at sea.

The Navy is already committed to anti-terrorism operations in the Arabian Sea and Indian Ocean - Operation Oracle - with Allied nations.

But from his battle staff headquarters on Whale Island in Portsmouth, Admiral Snelson can see greater involvement by the RN and other navies in tackling terror on the high seas.

"As terrorist routes get closed down on the land or by air, terrorists will use the sea more. They have been using the sea, as we've seen off the Horn of Africa and in the Gulf," he explained.

"I think that there is more that can be done in the maritime arena in the war on terrorism."

He continued: "We need to do more globally, but there's a lot of thinking going on as to how we do that and that's where the maritime component has a part to play in the



● Rear Admiral Snelson in the Gulf last year

ongoing global war on terrorism.

"There are some high level discussions going on at the moment as to how we can better use maritime forces to deal with terrorism."

The admiral believes the Allied nations must strike a delicate balance between trapping terrorists and maintaining 'freedom of the seas'.

He added: "The UK and US have no wish to undermine traditional freedom of navigation - that's how we move military power from one side of the globe to another."

"We need to find some kind of regime whereby perhaps with intelligence-led tip-offs we can interdict

those ships that are being used illegally."

Admiral Snelson spoke at length in the run-up to Operation Telic of the threat posed by suicide boats; fast attack craft and mines posed the greatest threat to coalition forces in the Gulf.

Royal Marines found the boats "rigged and ready to go" in the first stages of the assault on Iraq. Enemy commanders decided Allied firepower was overwhelming and they abandoned their suicide runs.

The admiral said that the threat to the task force extended far beyond the Arabian Gulf region.

"There was a known terrorist threat through the Straits of Gibraltar - there was a terrorist cell which had been captured in Morocco, but some elements could have been active. A number of countries contributed to escorting ships through the straits," the admiral added.

The maritime commander said that operations in the Gulf had demonstrated the value of escort vessels - and the assistance of Allied navies.

"People sometimes forget that we had a 3,000-mile line of communication with threats to that line. Ships needed protection. On the UK side we had only six frigates and destroyers to do it with," the admiral explained.

"We were fortunate that German, Italian, French ships and



● Scenes like this - crew of HMS Portland on boarding operations in the Arabian Gulf - could become more frequent

many others provided a degree of deterrence and assistance if things had gone wrong."

The admiral also revealed that the human cost of the Naval campaign to oust Saddam Hussein - more than a dozen RN and RM personnel made the ultimate sacrifice - had hit home particularly recently.

"In some ways the really person-

al reflection and emotional involvement only came with laying a wreath at the crash site. It's only then that you can reflect on the human cost of what happened," he added.

"I'd prepared myself for the fact that we probably would lose some lives, but the helicopter accident was something we'd hoped wouldn't happen - and hadn't expected."

## You cannot beat Sirius

THE FIRST sailors have moved into 21st century junior rates' accommodation at HMS Nelson ushering in the end of loathed 1960s high-rise apartments.

Sirius block is the first of four buildings which will transform accommodation in Portsmouth for junior, single sailors.

The en-suite bedrooms replace dormitories of four-six sailors apiece in the aged blocks at Nelson.

Sailors moving into the new facilities will be charged less than £60 per month rent.

For that they get their own personal space in rooms with enough storage space for kit and personal possessions. Each room has a connection for TV, telephone and the internet.

Communal areas and TV rooms, laundry areas and kitchens have also been provided.

To add to the 'Travelodge' feel of the blocks, inhabitants have swipe cards, and Renoir prints can be found on the walls.

Rear Admiral Jonathon Reeve, deputy chief executive of the Warship Support Agency, performed the honours 10 days before Christmas as the first sailors moved in.



● Rear Admirals Jonathon Reeve (left) and Richard Melly, 2SL's Chief-of-Staff open Sirius block

Among the junior ranks eager to swap her old block for one of the 155 rooms in the new flats was Wtr Louise Morgan.

"It's fantastic, a lot nicer than having to share," she explained.

"You have your own space. It's a little home to come home to, somewhere you can leave the rest of the world behind."

"But what's important is that you haven't lost your sense of community. There are lounges and kitchens for getting together."

Admiral Reeve added: "These blocks are good news. At long last we are getting some decent-quality accommodation for our people. They are certainly a lot better than what we had before."

The remaining three blocks - Phoebe, Naiad and Euryalus, like Sirius named after Leander class frigates - should be ready for occupation by the spring.

All blocks are mixed sex as the en-suite facilities have put an end to segregation of men and women.

# A welcome come rain...and shine

TESTING deployments around the globe came to an end in the run-up to the festive season as a string of RN warships returned home.

The South Atlantic, Mediterranean, Adriatic and Northern Gulf have all been ploughed by RN ships in the past few months.

HMS Sutherland ended her spell putting the kibosh on smugglers and terrorists in the northern Gulf, aided by sister HMS Kent, by arriving home in Devonport on December 3.

The high-profile capture of merchantman Navstar1 in August led to the first smuggler going on trial in a Baghdad court.

Her master and mate received seven years behind bars for attempting to sneak 3,500 tonnes of oil out of the country.

Sutherland also intercepted a Guinean-flagged ship mv Marwan hiding 1,800 tonnes of fuel aboard.

The operation marked the end of weeks of surveillance by Sutherland's Lynx and 539 Assault Squadron Royal Marines.

In all the frigate and her RM boarding party quizzed 400 vessels, searched 180 and detained 14, seizing 5,000 tonnes of fuel being smuggled out of Iraq in the process.

The frigate's Commanding Officer Cdr Graeme Mackay said his crew had made "a huge impact" on the pirates threatening to upset the fledgling free Iraq.

"Although the effort is less visible than our colleagues ashore, the RN's presence has proved highly effective. The ship's company has much to be proud of," he added.

Fellow Gulf veteran HMS Kent was the last Portsmouth ship home for Christmas after a six-month anti-terror patrol.

She was due to be given a welcome by four Jaguar jets from her affiliated RAF unit as she sailed into harbour.

Crew boarded 61 vessels during their seven-month deployment, four out of every five days of which was spent at sea.

Drugbuster HMS Manchester slipped back into Portsmouth on December 11 with a £19m bust still fresh in the memories.

● If it's raining, it must be Manchester. Families ignore the damp conditions to greet the veteran destroyer in Portsmouth...

Picture: Portsmouth News



The veteran Type 42 destroyer had found the seas empty of drug lords until mid-November when she pounced on a go-fast boat roaring for the Colombian coast.

The destroyer's intervention forced the smugglers to ditch 42 bales of cocaine over the side then smash their boat on to the shore next to a lorry, inside which was a further tonne of cocaine.

Manchester managed to fit flag flying visits and exercises in with her anti-drug work, including work-ups with the Mexican Navy and a march through Kingston, St Vincent for the country's Independence Day parade.

Chillier waters were the order of the day for Type 23 frigate HMS Lancaster, which sailed into Portsmouth on December 16 after six months away, during which time she clocked up 26,000 miles.

Lancaster visited west Africa before heading across the Atlantic to South America and the Falklands.

The visit to the islands was particularly emotive for Lancaster's CO, Cdr Paul Chivers who in 1982 survived the sinking of HMS Coventry.

Lancaster's crew fittingly restored a memorial to the men lost when the destroyer sank.

"I will remember the Falklands for the gratitude of the people

some 20 years on from the conflict, and the opportunity to honour the crews of the ships lost, including my own," said Cdr Chivers.

"Some of the strongest memories include Sierra Leone with its crushing poverty, over-populated capital but extraordinarily happy people and South Georgia for its sheer beauty."

The deployment also gave the chance for the Navy to see how effective the Merlin helicopter was; this was the first time a Type 23 frigate had deployed with the aircraft aboard.

HMS Portland's second deployment, this time with NATO's Mediterranean task force, ended seven days before Christmas after five months maintaining security and keeping an eye on suspicious vessels.

She clocked up more than 28,000 miles since leaving Devonport in July after taking part in the presentation of the Queen's Colour to the Fleet.

Also in Devonport Cdr David Barker brought HMS Somerset home from a whistle-stop tour of the Mediterranean.

In just two months, Somerset visited Spain, Albania, Slovenia, Serbia-Montenegro and Turkey, and managed to squeeze in two major exercises with foreign navies.



● ...while the sun shines kindly on Devonport as HMS Sutherland is greeted by wave and a smile from two youngsters

Picture: LA(Phot) Sean Clee

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● HMS Campbelltown's Lynx helicopter, flown by Lt Cdr Andy Riggall and Lt Stimpy Simpson, hovers above the frigate's flight deck with an underslung load

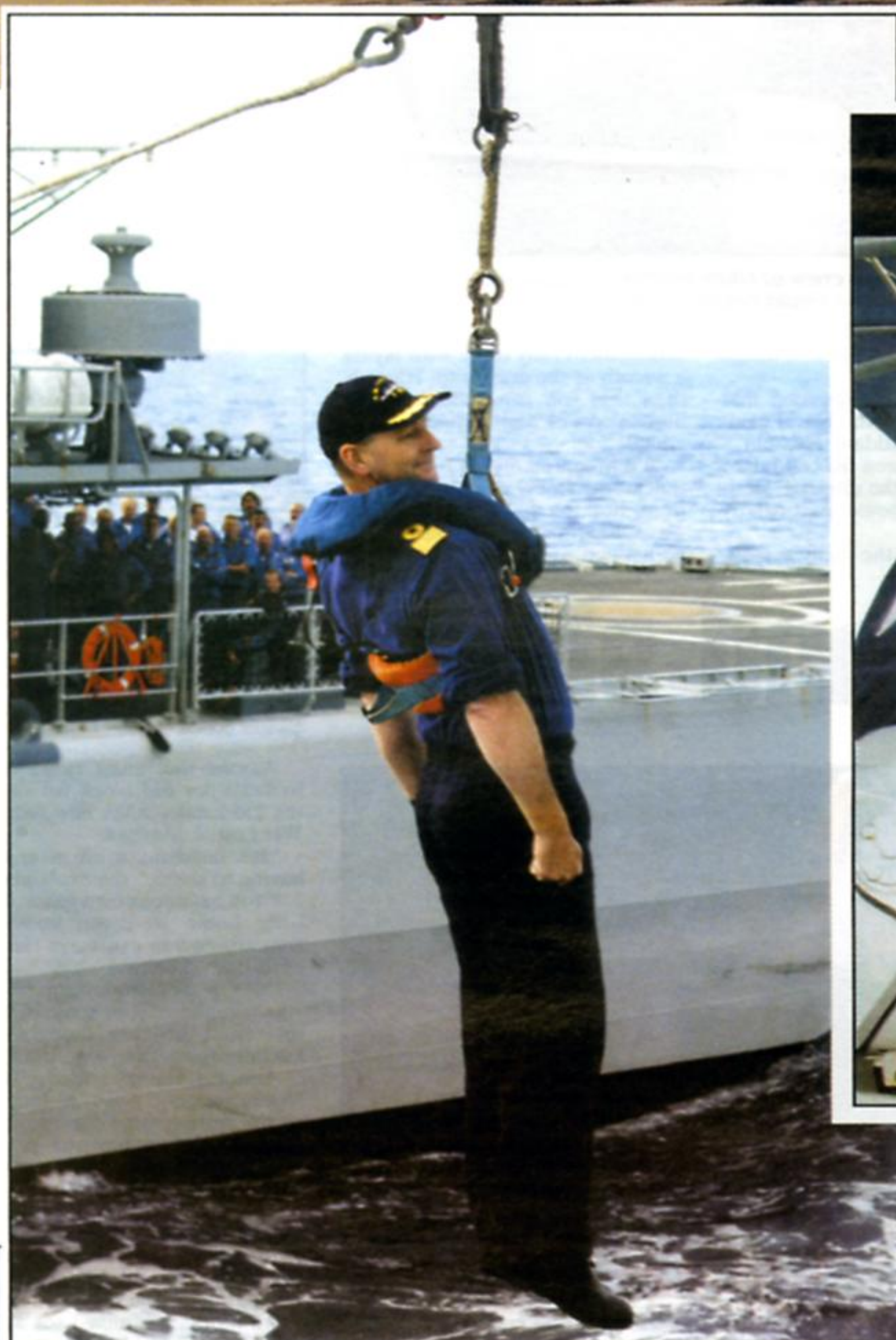
# Turkey for

**T**URKEY with all the trimmings sounds just right for Christmas – and that was what was on the cards for HMS Campbelltown as *Navy News* went to press.

But for the Type 22 frigate, Turkey was the country, and the trimmings were in a full programme of sports and social events to give the ship's company a good break from anti-terrorism patrols in the Mediterranean.

Campbelltown took over from her sister ship HMS Cornwall as flagship of NATO's Standing Naval Force Atlantic (SNFL) – a permanent international task group made up of ships from several nations.

The handover from Capt Simon Charlier (Cornwall) to Capt Bruce Williams (Campbelltown) was accomplished at



● Campbelltown's gunners with 20mm gun before an air defence exercise in the Eastern Mediterranean – from left: OMAW1 Kenny, OMW2 Sherry, OMAW2 Wyche and OMAW1 Mortimer (above)

● (Left): Commodore Richard Ibbotson transfers from HNLMS Tjerk Hiddes to HMS Campbelltown by light jackstay



● The Agusta helicopter from ITS Artigliere operates from HMS Campbelltown

● (Left) HMC Cornwall seen from the flight deck of HMS Campbelltown, Flagship of Standing Naval Force Atlantic



# Christmas

... then back to business in the New Year as HMS Campbelltown leads one of NATO's maritime task forces

Palermo in Sicily.

Beside the ceremonials, members of the ship's company managed to see the sights of the island, including trips to the volcano Mount Etna.

Although the names suggests that the group would more normally be found in the Atlantic, it has been on duty in the Mediterranean since the start of the Global War on Terrorism, itself a response to the attacks on the United States in September 2001.

However, the frigate – which acts as flagship of the Commander SNFL, Commodore Richard Ibbotson RN – will soon be looking west, as the Force's programme takes it to the North Atlantic early this year.

The ships of SNFL have been heavily involved in Operation Active Endeavour, carrying out maritime surveillance and boarding operations in the hope of strangling the movement of arms and terrorists in the strategically vital Eastern Mediterranean.

That task will pass to the ships of the Standing Naval Force Mediterranean (SNFM).

Such work is ideal for these international task forces, as one of the great benefits they provide is that ships of different nations integrate and work closely with each other, learning from and passing on knowledge to colleagues in other navies.

Such collusion is useful in both times of conflict and in peace.

Campbeltown, for example, was invited to take a hand in a Turkish Navy disaster exercise (Distex), going to the aid of a small village which had for the purposes of the simulation been engulfed by a landslide.

Dutch tanker HNLMS Zuiderkruis provided a cast of realistic-looking casualties, and the exercise also gave the Turkish Navy the opportunity to run through their search and rescue (SAR) techniques.

The Turks also had a leading role in the multi-national Exercise Dogu Akdeniz 03, an annual exercise which focuses on peace support operations and simulates the emerging crisis in neighbouring countries which requires international intervention to restore stability.

Eight countries were represented – Turkey, the UK, Spain, Germany, France, the Netherlands, the United States and Argentina – and among the 40-plus Naval vessels were Type 23 frigate HMS Somerset, Type 42 destroyer HMS York and tanker RFA Orangeleaf.

Sailors from Campbeltown also got ashore during visits to Aksaz in Turkey.

Although the winter had already set in and the tourist resorts have gone quiet, sailing trips in Gulet boats, scuba diving, and jeep safaris from Marmaris all proved popular, as did visits to the renowned Turkish baths.

The frigate's deployment has also included sombre moments and time for reflection.

Early last month the ship put into Alexandria accompanied by FGS Niedersachsen and HNLMS Tjerk Hiddes to bolster Nato's links with Egypt.

Aside from the high-level talks, Cdre Ibbotson paid his respects at the tomb of the unknown sailor, laying a wreath.

The Egyptian visit also offered the chance for Commodore Devonport Flotilla Cdre James Fanshawe, the chance to see his sailors in the front line and he attended a reception aboard Campbeltown with 250 people.

The ship's sporting community headed off to the



Egyptian capital to take on Cairo rugby club – which ended in a 56-7 victory by the RN side, while shipmates toured Egypt's ancient monuments such as the Sphinx and pyramids.

Many crew also found time to pay homage to Commonwealth, German and Italian servicemen who fought over the Egyptian desert six decades ago with a well-attended tour of the El Alamein battlefield and neighbouring war cemeteries.

Before putting into Turkey for the Christmas break, the frigate dropped in on Soudha Bay in Crete and said farewell to the Niedersachsen whose duties were taken up by fellow German warship FGS Koln.

As the frigate arrived in Turkey for the festive break, Lt Cdr Charlie Pearson, Campbeltown's marine engineering officer, said for most of his shipmates it was business almost as usual.

"Everyone's thoughts were with our distant families," he added.

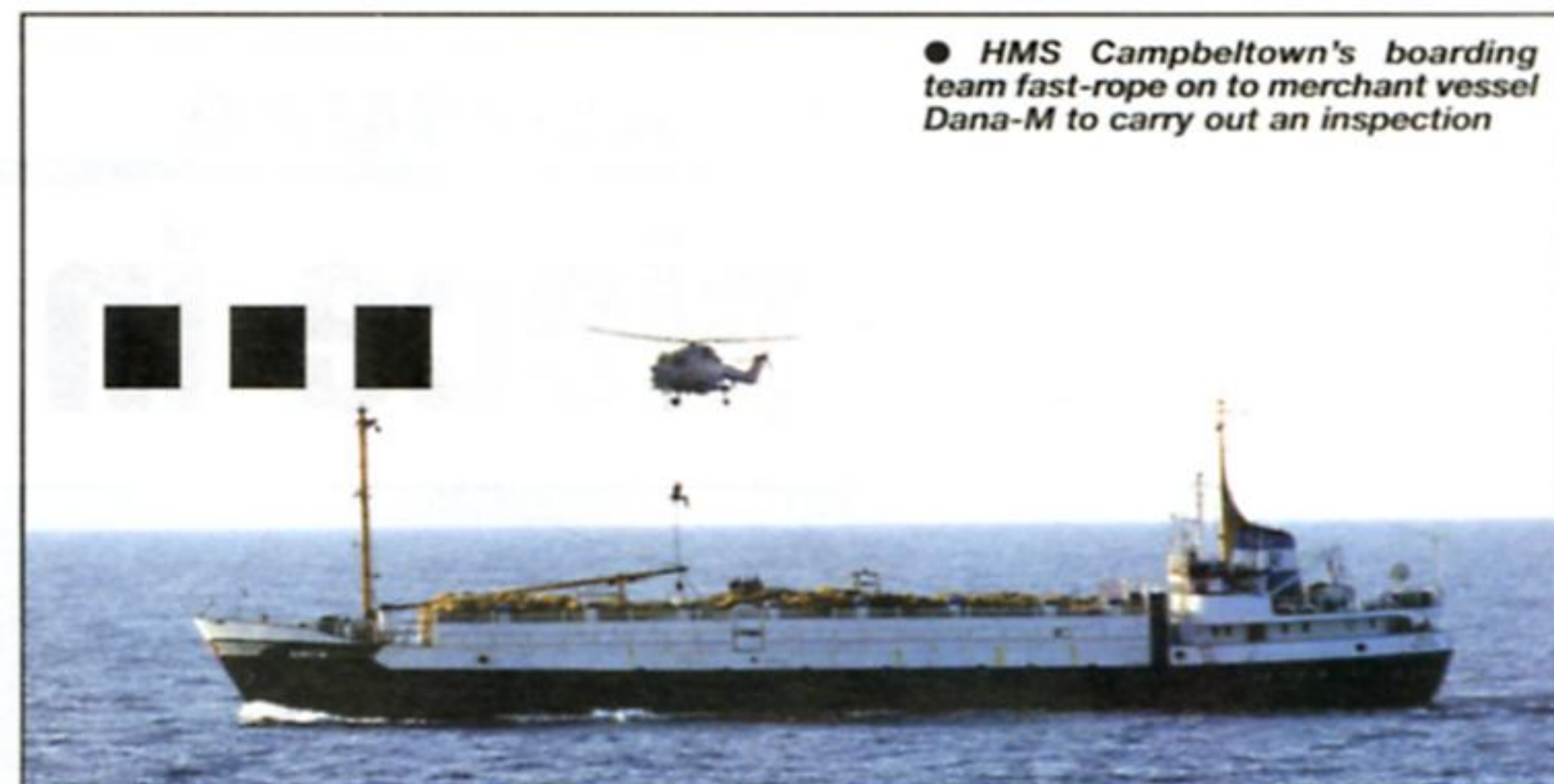
"A few lucky crew brought members of their families out to stay with them over the festive season, and a small number flew home.

"But most had duty commitments and had to remain available on-call, so to keep everybody busy during the visit a wide range of sightseeing and other activities such as riding and yachting were planned."

Campbeltown's patrols were resuming a few days after Christmas to ensure there was no let-up for terrorists trying to move by sea – and to give other sailors in the SNFL a well-deserved break.

Later this month, the Nato force is swapping patrol areas from the eastern Mediterranean to its usual stomping ground of the eastern Atlantic – which should give crew the opportunity to go home briefly to Devonport in breaks from anti-terror duties.

The SNFL force, including Campbeltown, is likely to return to the Mediterranean later this spring.



● HMS Campbelltown's boarding team fast-rope on to merchant vessel Dana-M to carry out an inspection



● The CO of HMS Cornwall, Capt Simon Charlier (left) hands over SNFL Flagship duties to Capt Bruce Williams, CO of HMS Campbelltown (above).

● HMS Campbelltown's First Aid team helps evacuate an unconscious 'casualty' during a disaster exercise in Turkey (right).

● HMS Campbelltown takes on fuel while under way from Dutch tanker HNLMS Zuiderkruis (below)



● RFA tanker Orangeleaf leads the ships of Exercise Dogu Akdeniz out of Izmir in Turkey



from HMS Campbelltown's flight deck (above)

HMS Campbelltown during the handover of the role of



# At Your Leisure

## Master-piece in the making

## Cloudesley calls up the Great Storm



**Master and Commander: The Far Side of the World**, is one of the most exciting movies to have emerged from Hollywood in recent years.

In it we see Patrick O'Brian's hero Jack Aubrey sail his frigate HMS Surprise across storm-swept oceans – whereas much of the footage was shot in a tank.

There are actually four tanks at Fox Studios in Baja, Mexico. The main, outdoor one is the dominant feature of the whole studio complex with a capacity of nearly 20 million gallons of seawater and a total area of over 360,000 sq ft.

Built in 1996 to house the 750ft replica of the doomed liner Titanic, it was altered the following year to meet requirements of the James Bond film *Tomorrow Never Dies*.

This was when the 'infinite' horizon (in reality a 450ft long weir overflow on the seaward side) was added.

Here is where the the Surprise, in all weathers and navigating several seas, sails across the far side of the world – without moving.

That isn't strictly true – the ship does move: it pitches up and down and it rolls from side to side.

It can also turn round – a manoeuvre that takes all night because it is controlled, not by the wind and the waves and the weather, but by a gimbal.

The ship doesn't have a keel; she sits on her gimbal. Generally, gimbals consist of two or three pivoted rings at right angles to each other, providing free suspension for compasses and chronometers. They are not, generally, designed and built at the bottom of a tank in order to both support and direct the movements of a full-size ship.

But that's precisely what this gimbal was designed for. Months before filming began, the (drained) tank was a construction site instead of an ocean.

Most of the tank is just 3.5ft deep – and it was here that the Surprise was built. The mammoth gimbal was put together in a central, 40ft deep section.

THE STUNNING storm sequences in the film **Master & Commander** give a good idea of what life was like in warships of the days of sail.

**The Greatest Storm**, Martin Brayne's brilliant evocation of the night of destruction that visited Britain on November 27, 1703, now out in paperback (Sutton £7.99), will help complete the picture.

The aberration of nature that killed more than 8,000 people makes the 'hurricane' of 1987, notoriously underestimated by Michael Fish, appear a mere squall by comparison.

A significant part of the Fleet was destroyed in the Downs off the Kent coast. One lucky survivor, much delayed by the weather and for long believed lost, was HMS Triumph, flying the flag of Sir Cloudesley Shovell, who wrote to the Admiralty from the Gunfleet off the Essex coast on December 3 an account in which he literally pulled out all the stops (full stops, that is):

"On Saturday last sooner in the morning wee had a most miserable Storme of Wind, which drove us to some streights, for after wee had veered out more than three cables of our best bower that Anchor Broke, soon after our Tillar broke from our sterne, and has shaken our Stern Post that we prove very leaky, and had our four Chaine Pumps and a hand pump going to keep us free, Wee let go our Sheete Anchor and Veered out all the Cables to it, butt that did not ride us, butt we drove near a sand called the Galloper of which we saw the breach, I directed the Maine mast to be Cutt by the Board, after which we ridd fast of eight ships that came out of the Downes four are missing..."

Returning to England from the Mediterranean four years later, Shovell's flagship and three others were wrecked on the Western Rocks of the Scillies and he perished with nearly 2,000 of his men. It was this disaster that inspired the prize for a way to determine longitude – eventually won by amateur clockmaker extraordinaire John Harrison.

## WINTER WARMERS

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### A: Ladies Rugby Shirt

100% ring spun cotton. Semi-fitted for feminine shape. Tapered side vents, embroidered with the Ensign Flag. Available in three beautiful colours, lilac, sky blue or navy.

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### B: Rugby Shirt

Long sleeve unisex shirt. 100% cotton. Traditional rugby collar, split side seams. Beautifully embroidered with the Ensign Flag. Available in Navy.

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### C: Regatta Jacket

This luxury winter jacket is made from a soft touch, strong, water repellent fabric. Two secure outer pockets, and two inner pockets. Zip front fastening. Uniquely finished with the White Ensign embroidered on the left arm.

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Royal Navy embroidered Ensign on the front with the Royal Navy on the back. Available with either Red or White writing.

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### ● SPECIAL EFFECT:

**How the illusion of a full-sized frigate at sea was maintained during filming is explained in** *The Making of Master and Commander: The Far Side of the World*, the official guide to the motion picture by Tom McGregor (HarperCollins £15.99)

## Sole floating survivor

SKETCHING out the historical background to the Jack Aubrey tales – and to Hornblower, Bolitho, Drinkwater et al – is a new video from Navigator Film Projects, *Sea Warriors: The Royal Navy in the Age of Sail*.

Hosted by Capt Richard Woodman (author of the Nathaniel Drinkwater series) and featuring interviews with Douglas Reeman (aka Alexander Kent of the Richard Bolitho books) and Julian Stockwin (Thomas Kydd), this hour-long documentary gives a factual account of what life was like at sea in the age of Nelson.

Shot on location in the UK, it visits HMS Victory at Portsmouth and HMS Trincomalee at Hartlepool (pictured here), Britain's oldest ship afloat and the sole floating survivor of more than 300 sailing frigates built for the Royal Navy.

The film crew led by director Chip Richie sails aboard HM Bark Endeavour at experience the reality of life at sea in an 18th century sailing ship and calls at Buckler's Hard in Hampshire where many of them were built.

*Sea Warriors* is available on the Internet at [www.seawarriors.com](http://www.seawarriors.com) at £15.99.



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# At Your Leisure



## DROWNING & HYPOTHERMIA

### DROWNING

The resuscitation of an immersion victim at sea may be complicated by three factors:

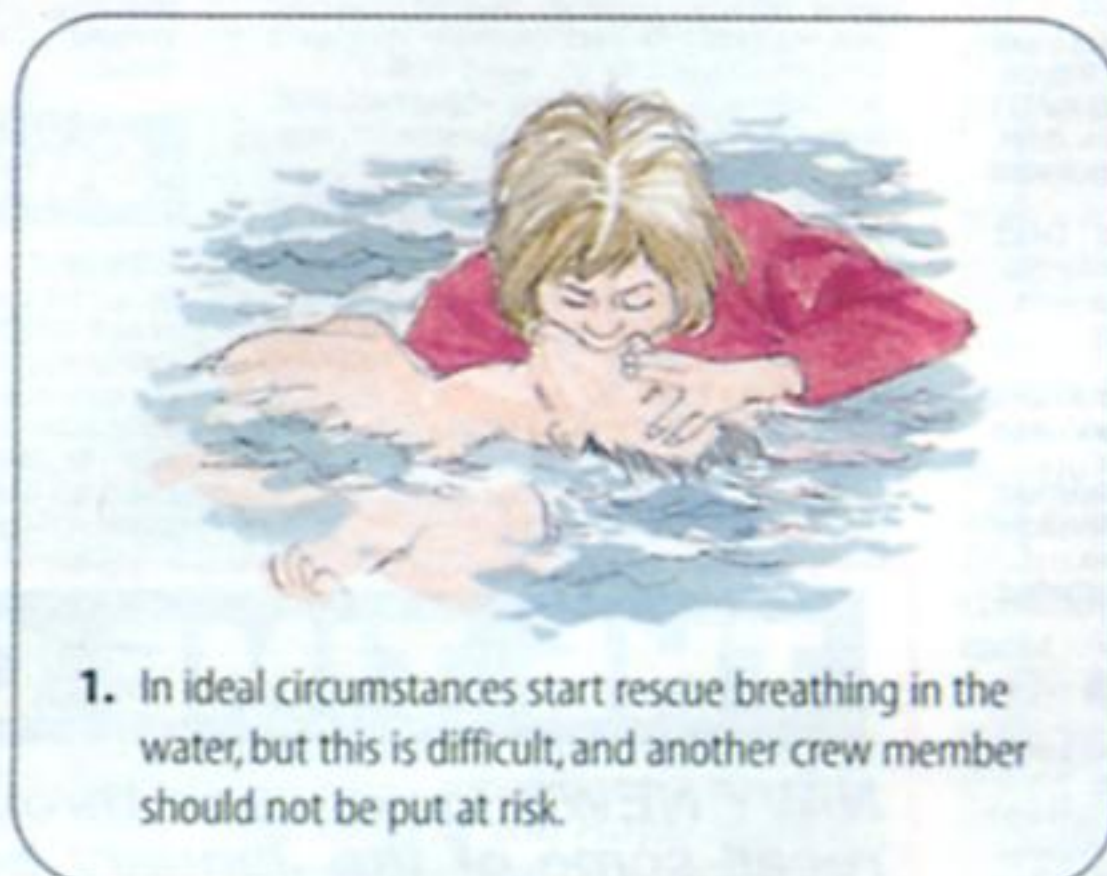
1. Injury or sudden illness may have caused the fall into the water in the first place.
2. Death due to heart failure or asphyxia may occur immediately on entering the water.
3. Survival in the water may lead to hypothermia, which causes unconsciousness without there having been inhalation of water or near drowning. A man overboard wearing a lifejacket is still at risk from hypothermia. A victim of hypothermia may appear pulseless and dead, but full revival is still possible.

#### Treatment:

1. ABC – Airway, Breathing, Circulation (page 15). Start rescue breathing in the water if possible. DO NOT waste time trying to empty water from victim's lungs.
2. If stomach is distended, turn onto side and empty by pressing on abdomen.
3. Prevent cooling. Remove wet clothing.
4. Recovery position if breathing.
5. Treat for shock. Keep horizontal.
6. Immersion victims will be cold and possibly unconscious. Although they may appear lifeless, they can fully recover after

rewarming. This may be difficult to achieve in a small yacht but resuscitation should be continued for as long as possible.

7. Collapse may occur at any time in the next 24 hours so careful observation is essential. Urgent help needed.



1. In ideal circumstances start rescue breathing in the water, but this is difficult, and another crew member should not be put at risk.

### HYPOTHERMIA

Hypothermia may follow immersion or prolonged exposure on deck. Symptoms include: shivering, irritability, lethargy, stumbling, slurred speech, loss of memory. The victim progressively develops cold pale skin, slow breathing and slow weak pulse, leading to collapse and unconsciousness.

#### Treatment:

1. ABC – Airway, Breathing, Circulation (page 15). Pulse and breathing may be very slow and feeble with severe

hypothermia, so check carefully before beginning chest compression, but if you are unsure do not delay.

2. Recovery position if breathing (page 15).
3. Remove wet clothes; move casualty out of wind to avoid wind chill.
4. Commence warming. Use sleeping bags and foil blankets (which are not adequate alone) and warm casualty with another crew member (buddy warming).
5. Give hot, sweet drinks if conscious.
6. DO NOT Give alcohol  
Rub the skin to warm  
Give up resuscitation



2. Hypothermia: Once breathing is established, turn to recovery position, remove wet clothes and insulate.

## First aid at sea – keep it simple

DESIGNED to provide rapidly accessible guidelines for dealing with medical emergencies in a small boat or yacht, First Aid at Sea (Adlard Coles Nautical £9.99) is now in its fourth edition.

As authors Douglas Justins and Colin Berry are quick to point out, it is not a comprehensive textbook – also, first aid treatment which is appropriate for the casualty ashore has to be modified at sea.

The environment of the vessel imposes major limitations upon what can be achieved in the care of illness or injury whilst afloat.

"Safety and simplicity should guide the management of every case so that any unnecessary treatment or intervention is avoided," the authors advise.

"Conditions which are obviously life-threatening demand heroic action, and conditions which threaten permanent damage or disability require urgent attention."

"Many other conditions will be infinitely better treated ashore even after a significant delay, and all that is required at sea is basic damage limitation and pain relief."

## Steering by the stars

THE 2004 edition of Reed's Astro Navigation Tables (previously known as Reed's Heavenly Bodies) is issued by Adlard Coles Nautical at £16.99.

Lt Cdr Harry Baker – editor of Reed's Almanac section – now edits this almanac for the cruising yachtsman. It contains all the information needed to navigate by the sun, moon, planets and stars, using tables devised by practical ocean navigators and comes complete with star charts and worked examples as an aide memoire.

# Scharnhorst: Hitler's happiest ship found miles adrift

"I WAS absolutely convinced that she was unsinkable. I was never the least anxious on that score. I was sure we'd all return home unscathed."

Thus Stoker Helmut Feifer – in the end, one of only 36 survivors from what many called Hitler's happiest ship.

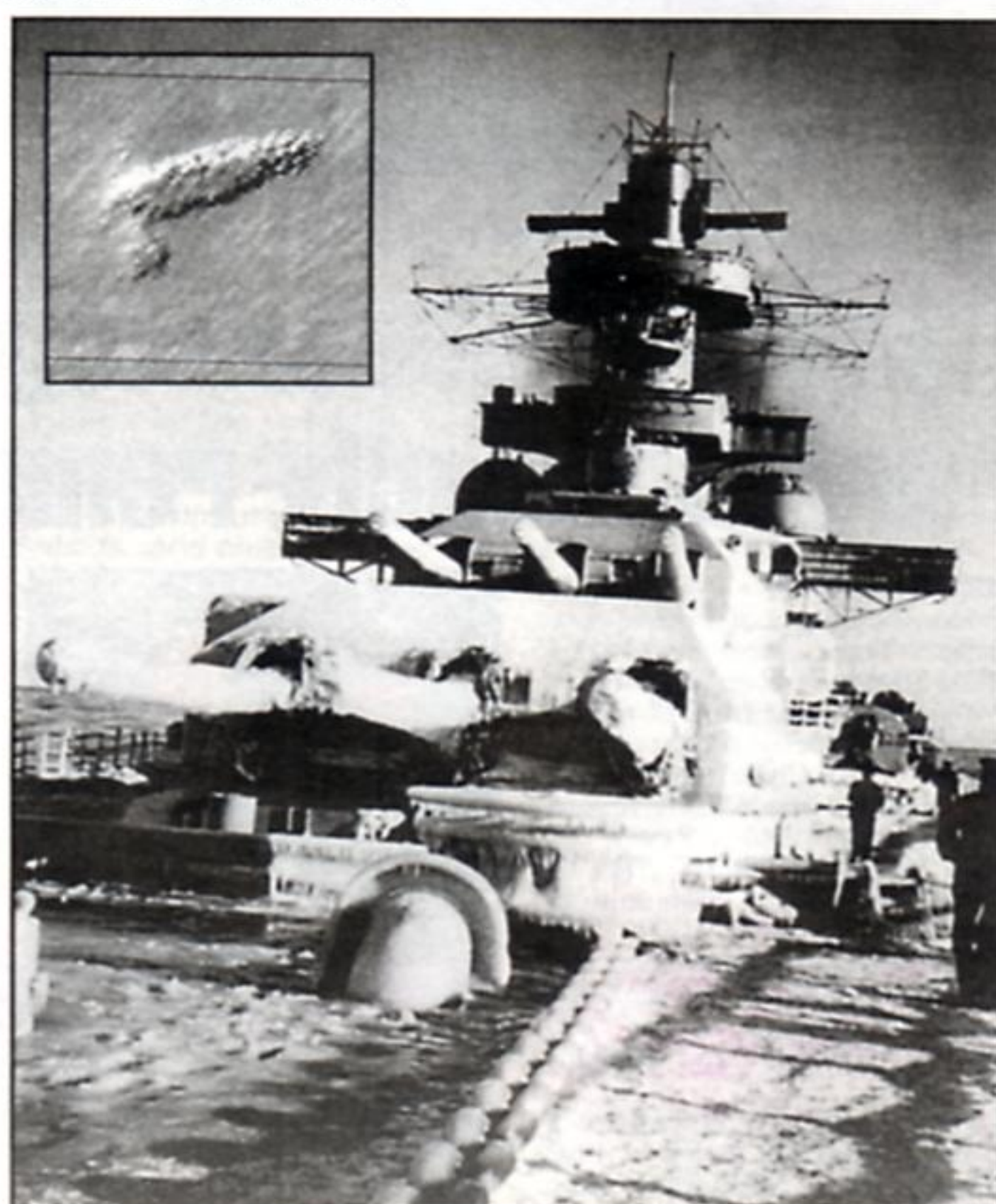
Available in English for the first time and illustrated with archive images, maps and photographs of the 2000 expedition that discovered the wreck, **Scharnhorst** (Sutton £19.99) tells the full story of the events that led up to the Battle of North Cape on Boxing Day, 1943.

In pitch darkness and mountainous seas, British warships led by HMS Duke of York and HMS Belfast engaged Scharnhorst in a clash of the titans that saw the pride of the German Navy sent to the bottom of the Barents Sea.

In 2000, the Norwegian writer and investigative journalist Alf R. Jacobsen led the expedition that found and filmed the wreck 300 metres down in the freezing sea inside the Arctic Circle.

His book tells for the first time the complete story of this important World War II engagement and the eventual rediscovery of the ship – and also reveals that the action took place many miles from where the official histories claim.

Also included is an account of the Norwegian resistance workers who kept London informed of German naval activities in Northern Norway and of how the brutalities of war affected the lives of those waiting at home – on both sides of the front line.



● Icy decks on Scharnhorst, 1939-40. Inset: the object picked out at a depth of 300 metres by the multiple-beam echo sounder of the H. U. Sverdrup II 66 nautical miles NE of North Cape, clearly shows the wrenched-off bow section



### FEARLESS & INTREPID 1965-2002

By Neil McCart

For the first time the careers of the Navy's first two purpose-built assault ships are covered in full, from their building in the 1960s to their eventual decommissioning at Portsmouth in the first decade of the 21st century. There are 140 high quality photographs of the two ships, including nine in colour. Hard back with full colour laminated dust jacket featuring a magnificent bow view of HMS Fearless. Order now, don't miss your chance to buy this unique book.

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# NoticeBoard

## Deaths

**ALSEA(SEA) Gareth Owen**, HMS Drake, November 21.

**Rear Adm Roger Wellby**, DSO. Led Exercise Royal Marine to mine the Rhine in the late spring of 1940. Later involved in planning of D-Day. CO HMS Verrill. Bay, Euryalus, Jamaica. Deputy Commissioner St John Ambulance Brigade. October 25, aged 97.

**Cdr Christopher Dreyer**, DSO, DSC & Bar. Former CO MTB 102 and patron, MTB 102 Trust.

**Lt Cdr Robert Bulkeley**, CO HMS Statesman 1943-45, Far East theatre. Sank 44 vessels. September 20, aged 83.

**Kenneth Dixon**, CPO(MA). Served 1953-78. Service included: RN Hospitals, Trincomalee, Chatham, Plymouth, Yeovilton, Culdrose, HMS Chichester, Eagle, Blake. November 5, aged 74.

**Jack Dorrington**, Survivor of HMS Dorsetshire sinking, Pacific. Aged 82.

**Reginald Ralph**, Ships included: Cockatrice. Algerines Association. August 6.

**Ray Hill**, Ships included: Michael. Algerines Association. November 7.

**Peter Stevenson**, Ships included: Polaris. Algerines Association. November 15.

**Peter Whalley**, Served 1958-76. Member Aircraft Handlers' Association. November 18.

**James Joy**, Stoker. Served 1942-49. Survived sinking HDML 1227. Service included 8th Destroyer Flotilla, Far East, 1946-49. Founder and former chairman York branch Royal Naval Patrol Services Association. Aged 79.

**Maurice Mullins**, Canteen manager. Service included: Caprice. Member 6th Destroyer Flotilla Association.

**Daniel Rowland**, AB. Ships included: Portchester Castle, Lowestoft. September 28, aged 69.

**Raymond 'Rocky' Culton**, Chief Yeoman. Ships included: Triumph, Glamorgan, Abdiel, Llandaff, Sheffield, Brilliant (Falklands 82), Plymouth, Ariadne, Camperdown. November 17, aged 55.

**Bill Manley**, CMT(N). Served 1947-79 in RN hospitals, Stonehouse, Hong Kong, Haslar, HMS Dilwara, London (Amethyst incident), Unicorn, Maine, Ocean, Cumberland, Bermuda, Cavendish, Duncansby Head, Hartland Point. November 13, aged 74.

**John Rodger**, MEA(P). Served 1954-77. Ships included: Fiscard, Caledonia, Contest, Lochinvar, Tiger, Hartland Point, Triumph, Blackwood, Londonderry, Rapid, Scylla. November 13, aged 66.

**Yorkie Broadhead**, AB. Central Lancs branch, Submariners' Association. Boats included: RG 'L'. Aged 81.

**John Graham**, AB. Barrow branch, Submariners' Association. Boats included: Artemis, Alliance. Aged 73.

**Ernest 'Ernie' Green**, Chief Shipwright. Joined 1950. Ships included: Far East

Station minesweeper squadron, Jamaica, Hampshire, dockyard nuclear officer, in Chatham. September 25.

**Irene Cross**, (nee Smith). Served World War II. Ships included: Defiance, Britannia RNC. Member, Association of Wrens. November 3, aged 79.

**Roy Page**, Aircraft handler, 1955-58. Member, Aircraft Handlers' Association. November 22.

**Ted Welford**, Telegraphist. Ships included Newcastle. Member HMS Newcastle 1952-58 Association. November 28, aged 65.

**Michael Fox**, Lt. Ships included: Belfast 1961-63. Member HMS Belfast Association. October 22.

**Robert Eggleston**, Sgt. RM. Served HMS Belfast 1950 (Korea). Member HMS Belfast Association. November 19.

**Ben Hazel**, Chief Aircrewman. FAA Field Gun crew 1954, 1957, 1961, 1965. Service included: Suez, Borneo, Norway. Member FAA Field Gun Association. November 17, aged 71.

**Peter Lovell**, AB. Ships included: Cheviot, 1945. December 6.

**Victor Fisher**, DSM. Served 1936-53. Ships included: Victory, Repulse, Jersey, Dolphin, Cormorant, Maidstone, Tenacious. November 11, aged 86.

**Mary Beesley**, (nee Taylor). Chief wren. Served 1947-70. Service included: President, Heron, Ariel, Raleigh, Collingwood, Victory, Caledonia, Pembroke, Seahawk, Mercury. December 5, aged 74.

**ROYAL NAVAL ASSOCIATION OFFICERS**

**Rear Admiral I G Ayles**, DSC. Ships included: Galatia, Kelvin, Cossack, Caledonia, Maidstone, Tyne, Theodore and HM Dockyard Rosyth. HMS Cossack Association. Aged 93.

**Lt Cdr M L P Badham**, Ships included: Orion, Alderney, Aurochs, Tactician, Alaric, Untrifing and Sea Eagle.

**Cdr H E R Bain**, Ships included: Indomitable, Walkerton, Lochinvar, Daedalus, Seahawk, Sultan, Heron and Dolphin.

**Capt Sir Thomas Barlow**, Bt DSC. Ships included: Orpheus, Otus, Supreme, Superb, Mauritius, Saker President, Forth, Dolphin and Drake.

**Lt F R Burrett**, Ships included: Malcolm, Broadsword, Vernon and Ranpura.

**Lt Cdr R Carpenter**, Ships included: Indomitable, Illustrious, Implacable, Inskip, Lonsdalemouth and HMAS Sydney.

**Cdr H E Chappell**, Ships included: Superb, President, Bulwark, Mohawk, Jutair and Bristol.

**Lt Cdr N D Cornwall**, Ships included: Musketeer, Cooke, Chaplet, Gambia, Royal Albert and President.

**Cdr L F Coulshaw**, Ships included: Merlin, Fulmar, Siskin, Condor, Blake Daedalus and

RNAY Belfast.

**Lt Cdr A J Doney**, Ships included: Sceptre, Valiant and Dolphin.

**Lt Cdr W P Edney**, Ships included: Maidstone, Braganza, Sheffield, Zodiac, Constance, Lively, Fenton and RMB Chatham.

**Lt Cdr T R Fowke**, Ships included: Folkestone, Saltash, Resolution, Eagle, Wave, Resource, Zenith and Bellerophon.

**Lt C W C Green**, DSM. Ships included: Adamant, Forth, Bellerophon, Alliance, Caledonia and Dolphin.

**Lt Cdr N E C Hammond**, Ships included: Queen Elizabeth, Mendip, Sulva, Fierce, Jutair, Sheba, Mercury, Victorious and NATO.

**Cdr J J Malloy**, Ships included: Forth, Ariel, Mercury II, Plymouth and HM Dockyard Chatham.

**Cdr C J H Moles**, Ships included: Dido, Swiftsure, Taurus, Aurochs, Pembroke, Crossbow, Maidstone, Terror and Adamant.

**Lt D B Reid**, Ships included: Orlando.

**Major H G S Saunders**, RM.

**Lt Cdr C Shucksmith**, Ships included: Centaur, Saker, Intrepid, Seahawk and Heron.

**Lt Cdr E K Simcock**, Ships included: Solebay, Tintagel Castle, HM Naval Barracks Devonport and RN Air Station Anthon.

**Lt R W L Stock**, RNVR. Ships included: Heron and Lady Hogarth.

**George Meager**, Dartford. AB. Served 1943-1946. Ships included: Vesper, Triumph.

**George Bristow**, Enfield. Stoker. Served 1941-45. Ships included: Tern, Robin. Member FEPOW Association. September 30, aged 83.

**Lawrence Cook**, Enfield. L/Sea. Served 1939-46. Ships included: Locust, Anson, Verity, Cumberland, Achilles. Founder member Enfield RNA. December 5, aged 81.

**Frederick Morgan**, Crawley. AB. Served 1946-54. Ships included: Duke of York, Sheffield, Mermaid, October 26, aged 76.

**George O'Neill**, Morecambe and Heysham. L/Sea. Served 1937-53. Ships included: Warwick, Cavendish, Rodney (Bismarck chase). Member HMS Warwick Association. November 11.

**Frederick Faulks**, Kingston. CPO. Served 1938-50. Ships included: Victory, Wren, Ruler, Ark Royal, Argus, Venerable, Indefatigable, Indomitable, Illustrious. October 14, aged 83.

**Charlie Brayley**, Derby. Chief Yeoman. Served 1939-66. Ships included: Warspite (Matapan), Latona, Cromarty, Kelvin, Northway, Euryalus, Eagle, Mounts Bay, Rhyt. Aged 79.

**Bob Johnston**, Derby. Served FAA World War II. Secretary Derbyshire FAA Association. Aged 81.

**Gordon Heritage**, Haven. CPO. Ships

included Ark Royal, Goldcrest. October 14, aged 71.

**Stanley Read**, Chelmsford. Chief Yeoman. Service 23 years included: Ganges, Russian convoys, Mediterranean, SHAEF HQ. November 11.

**Tony Britton**, Brentwood. Served 1943-46. Ships included: Indomitable, Indefatigable. November 17.

**Les Barber**, Chelmsford and Brentwood. S/Lt. FAA. Service included HMS Pursuer, Far East/Burma theatre. October 29.

**Stoker Meldy**, Henlow. Served 1947-52. Ships included: Belfast (Korea), Whirlwind, Swiftsure. November 20, aged 74.

**Eric Johnson**, Northwich. Member RBL, Burma Star Association. November 21, aged 79.

**Rodney 'Razor' Keen**, Uxbridge. AB gunner. Ships included: Blackpool, Terror, Andromeda.

**Bill Adams**, Launceston. Stoker, 1st class. Served 1943-47. Served in MTBs including Normandy. Member Normandy Veterans' Association. Aged 79.

**Audrey Hadfield**, Aquataine. Ex Indian Navy wren, 1939-45. November 27, aged 89.

## Sports lottery

**November 29**: £5,000 - Mne T Sharpe, 40 Cdo RM: £1,500 - CPO R Halifax, HMS Superb: £500 - OM M Lemon, HMS Invincible.

**November 22**: £5,000 - OM C Robinson, HMS Norfolk: £1,500 - CPO(WEA) J Muir, HMS Neptune: £500 - LPT P Toad, HMS Drake.

**November 15**: £5,000 - MEM D Wilson, HMS Ark Royal: £1,500 - CPO(WEA) D Lowe, HMS Southampton: £500 - rollover.

**November 8**: £5,000 - CPO(AEA) I Harding, HMS Heron: £1,500 - WO2 S Wright, CTCRM: £500 - SLT S Loder, BRNC.

**Swap drafts**

**OM(UW)1 John Wood**: Draft HMS Grafton. Swap for any Devonport Type 23 deploying or not. Contact 023 9272 2498.

**OM Short**: Draft HMS Blyth. Swap for any Portsmouth single-role minehunter/shore establishment. Contact 07796 293709.

**Wtr G Wernham**: Draft HMS Chatham. Swap for any Portsmouth ship. Contact Tech office (CTO).

## Appointments

**Rear Adm R F Cheadle** to be Controller of the Navy in April.

**Brig J B Dutton** to be promoted Major-General and Commander UK Amphibious Forces and Commander General, Royal Marines in May.

**Brig J G Rose** to 3 Cdo Bde as CO on 20 Apr.

**Cdr R J Ibbotson** to Dartmouth BRNC as Cdr on 10 May.

**Capt J H Stanford** to HMS Bulwark as CO on 4 May.

**Cdr A W Reed** to HMS Exeter as CO on 7 June.

**Cdr M B W McCartney** to HMS Richmond as CO as of 11 Dec 03.

**A/Cdr P C J Stone** to 801 NAS as CO on 19 Apr.

**Ratings seeking swap drafts** must meet BR14, article 0506. They should be on or due the same kind of service - sea or shore; have time to serve in their current draft; be the same rate; and be of similar experience. Applications on Form C240 to NDD, Centurion Building.

# THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the January headlines of past decades...



● HMS Active prepares to leave the impressive refit shed at Devonport after her extensive overhaul

## 40 years ago

THE launch of the 'ship' of the future was widely celebrated - HMS Fearless.

The Navy promised The Lion as she would be nicknamed would 'give a good account of herself in whatever situation she may be found'.

Designers of the future Falklands veteran told crew and Royal Marines that conditions aboard would meet 'full modern standards' with air conditioning to cope with extreme climates.

## 30 years ago

NAVAL cuts were on the cards - but not a reduction in the Fleet.

First Sea Lord Admiral Sir Michael Pollock warned the UK's fuel crisis would hamper the programme for refitting ships as British industry ground to a halt.

The fuel shortages forced the RN to cancel exercises and generally cut back alongside the other Services.

The national crisis affected Navy News too, which published with just 32 pages.

## 20 years ago

THE lessons of the Falklands war were incorporated into Type 21 frigates HMS Active and Argonaut, which emerged from lengthy refits at Devonport.

Argonaut was holed by an Argentine bomb during the 1982 conflict; her sisters Ardent and Antelope paid the ultimate price.

Both Active and Argonaut had their hulls substantially strengthened during the overhaul in Devonport's impressive frigate complex.

# Frank's Malta siege duties are belatedly remembered

SIX decades after the battle ended, the efforts of veteran submariner Frank Leech in keeping Malta alive have been honoured.

The 89-year-old from Plymouth served as a petty officer stoker aboard HMS Clyde during the Axis siege of the Mediterranean island between 1940 and 1943.

Mr Leech made six trips to Malta transporting ammunition, stores and food.

The bravery of servicemen and the determination of islanders ensured Malta held out, but 7,000 military personnel and civilians were killed.

The Maltese government struck a 50th anniversary medal in 1992 to mark George VI's award of the George Cross to the island and to thank all those who helped during the siege.

Despite the best efforts of Malta's government to publicise



● Mr Leech with fellow submariner Cdr Andrew Mullen and the Maltese medal

the commemorative award, many veterans missed out on the medal because they failed to hear about it.

Fortunately, the Maltese government allowed replicas to be

produced. When sailors at HMS Drake heard Mr Leech was one of those still looking for his commemorative medal, they applied for it on his behalf.

Base supply officer and fellow 'deep' Cdr Andrew Mullen presented Mr Leech with the award aboard museum piece HMS Courageous in Devonport.

"Every time I wear this medal I shall think of all those submariners who went down, particularly those onboard HMS Olympus, which was carrying survivors from three other submarines when she hit a mine," the veteran said.

Mr Leech spent nine years in boats from 1935-44, including service in HMS Olympus and Starfish.

He then rejoined the surface fleet for a brief spell aboard destroyer HMS Wizard before being demobbed.

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● What 1,400 tons of grey killing machine? Penguins somehow manage to miss HMS Leeds Castle's arrival

# (South) Georgia on my mind

FALKLAND Islands guardship HMS Leeds Castle left the dependency behind to pay a rare visit to one of the most remote outposts of the Commonwealth when it dropped in on South Georgia.

Crew of the guardship mixed business with pleasure as they combined a patrol of the isolated island with a break from their operational programme.

The trip south provided a change of scenery for the ship which swaps Falklands duties with her sister Dumbarton Castle every three years.

Leeds Castle's CO Lt Cdr Johnny Ley said the passage to South Georgia was "interesting". An RAF C130 was sent up to patrol ahead of the warship and scout for ice - which Leeds Castle duly encountered.

"We passed an iceberg that was marginally larger than the Isle of Wight," he explained. "To avoid a Titanic-style disaster 24-hour ice look-outs were posted, which allowed for a faster day-time passage, with the ship reducing speed markedly overnight."

Crew were joined on board by South Georgia's Assistant Commissioner Harriet Hall, the Falkland Islands' military commander Brig Jamie Gordon, and a section from the Falkland Islands resident infantry company, 1st Battalion Royal Highland Fusiliers.

The ship tied up at King Edward Point, Grytviken, allowing crew time to explore the old whaling settlement, visit Ernest Shackleton's grave and the legendary Grytviken museum where they stocked up on Christmas gizzets.

And Leeds Castle arrived in time for Georgia's wildlife to spring to life - it's the austral summer in the Southern Hemisphere.

"My crew witnessed the sights, sounds and smell of tens of thousands of elephant and fur seals, hundreds of thousands of penguins and albatrosses and scores of orca killer whales.

● (Left) At the mooring buoy in Grytviken

Pictures PO(SEA) Ludden and LOM(AWT) Hollingworth

"The beach at St Andrews Bay alone had a King Penguin colony of nearly 250,000 - all of whom portrayed a particular interest in puss-er's bag meals!"

"It was just like watching a living soap opera and made for a lifetime experience."

Lt Cdr Ley continued: "The departure from King Edward Point presented a unique seamanship problem, which not even FOST could have devised, with a large and particularly frisky bull elephant seal lying directly across the backspring, preventing removal of the hawser."

"Carefully considered tact and diplomacy eventually won him over though and the ship departed on schedule."

British Antarctic Survey staff hopped aboard for the passage to Leith & Stromness on the island, where the troops also carried out a military patrol, while the sailors walked around the mountains and evacuated whaling stations.

The trip to South Georgia rounded off a busy end to 2003 for Leeds Castle, which included exercises with HMS Lancaster and RFA Gold Rover and visits to the more remote settlements around the Falklands.

● HMS Leeds Castle's grey hulk almost merges with the water as she ties up in Grytviken

● (Above) The patrol ship pounds the South Atlantic on her way to South Georgia and (left) the shimmering icy waters reflect an abandoned whaling station

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## Royal Naval Association

The band played on for Woking

TO MUSIC by the British Airways Band, members of the Woking branch, accompanied by men of the Royal Fusiliers returned from the Gulf, Army and Navy cadets, representatives of ex-Service associations and a great number of young people, paraded through the town on Remembrance Sunday for a service in Christ Church, conducted by the Rev Dr Peter Harwood.

Following the service, refreshments were served in the ex-Servicemen's club.

Members of the branch and their guests had already enjoyed an excellent Trafalgar Night dinner, with almost 100 people sitting down to eat at the local leisure centre.

During the evening framed mementoes were presented to S/Ms Bill Blunt and G. Gadd, for service to the branch.

The announcement of the retirement of S/M Rod Fraser, the highly-regarded branch secretary was the only note of gloom.

He plans to continue organising official parades and serving as marshal.

# Convent donates bell from submarine Taku

AN ANGLICAN convent is not a likely place one might expect to find the ship's bell of the wartime submarine HMS Taku.

The mystery is not so much how it got there, as how it remained unclaimed for 50 years, until its recent donation to the Spalding branch.

It was no fault of the convent that the bell remained hanging over the back door of the St Francis Retreat House in Hemingford Gray for half a century.

Ten years ago it was offered by the convent to the Submarine Museum, but the offer was apparently declined. Knowing that Spalding branch

was interested in Taku memorabilia, the convent donated the bell to the branch.

Taku was the adopted wartime submarine of Spalding town, and when a new foot-bridge was erected last year over the River Welland and named Taku, it was entirely due to the efforts of the branch.

Members also provided two inscribed plaques to be placed at each end of the new bridge and contacted former members of the submarine's crew, who attended the dedication ceremony.

The branch is grateful to members of Huntingdon branch, who helped locate the Taku ship's bell. In gratitude for its donation, the Anglican convent was presented with a suitable inscribed garden seat by the branch.



● The bell of the wartime submarine HMS Taku hanging at the St Francis Retreat House

Hereford branch help with welcome

FOLLOWING the safe return of Hunt-class mine countermeasures vessel HMS Ledbury from deployment in the Gulf, her crew visited the market town of Ledbury in Herefordshire and the Hereford branch standard was marched proudly at the head of a parade of some 40 crew members.

Crowds cheered and applauded as they made their way through the streets, accompanied by standards from the RBL.

The Royal Navy contingent was led by Lt Graeme Brookes, while the Commanding Officer of Ledbury, Lt Cdr Peter Olive, stood alongside Mayor Keith Francis to take the salute.

Hereford and Ross Sea cadets, Ledbury Army Cadets, police and firefighters joined in the parade.

After a service of thanksgiving at St Michael's and All Angel's Church, a reception was held at the community centre, where the crew met 79-year-old Des Callaghan, from Coventry – an AB in the original Hunt-class destroyer HMS Ledbury, which served with distinction during World War II.

The ship is named after the local hunt, rather than the town itself, but citizens of Ledbury have helped to forge a strong link between town and warship.

## Victory list

A DISPLAY which included a list of the crew of HMS Victory at the Battle of Trafalgar was one of the highlights of a display at the Bexhill-on-Sea branch Trafalgar Night dinner of roast beef, enjoyed by almost 60 shipmates and their guests.

A total of £1,515, the proceeds of collections by shipmates, will be donated to Naval associated charities.

## Pasties and tots on the menu at Redruth

THE UPSTAIRS lounge of the Redruth British Legion was the venue for the Redruth and Camborne branch annual Trafalgar Night social event.

Among the full house was Guest of Honour Cdr Paul Hammond (RN air station Culdrose) and Cdr Joe Hankins (US Navy, St Mawgan) and his wife Marie.

Also in attendance were the President and Chairman of the Redruth British Legion and shipmates from St Austell branch, Penzance branch, the President and members of the Warrant Officers and Senior Rates Mess from RNAS Culdrose, and members of the merchant Navy Association (Falmouth).

Music for dancing was provided by Roger Polmeor, and members and their guests enjoyed a pasty supper, followed by a raffle.

For a change, the raffle prizes went very much the way of the St Austell members, much to the chagrin of the group from Culdrose, who usually clean up in the raffle.

At tot time the Guests of Honour kept up the tradition of downing their tot in one, to a round of applause.

Eight members from the Redruth and Camborne branch, including the standard bearer, attended the Trafalgar Service at Madron.

## £50 PRIZE PUZZLE



The mystery ship in our November edition was RFA Wave Prince, formerly the Empire Herald – the Wave element linking her to today's RFA tankers Wave Knight and Wave Ruler.

The winner of the £50 prize was Mr M. Bloodworth of Market Harborough.

This month's mystery ship has a connection with a spectacular 18th century naval victory off the coast of Portugal.

Can you provide us with her name – and the name of the British admiral who conducted

the action with such aplomb? The correct answer could win you £50.

Her pennant number has been removed from the photo.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is February 16. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our March edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 107

Name .....

Address .....

My answers: 1 .....

2 .....



● Craig Hutchinson, treasurer of Cambridge branch, proudly wears his RNA tartan kilt at the branch Trafalgar Night dinner, attended by 64 members and friends at the Chesterton Bowls Club. With Craig is branch chairman Henry Sheldrick.

## Street collection raised thousands

MEMBERS of Southend-on-Sea branch marked Trafalgar Day with a service at St Mary's Church, followed by a parade, at which a salute was taken by the Mayor and Lord Teddy Taylor MP.

Street collections by the branch raised £2,914 – their best to date.

The branch passed on their thanks to all the collectors and to S/M Alf Fowler, who organised the collection.

A themed dinner served by staff in period dress was enjoyed by 40 members and guests of Leicester branch, who thanked S/M Michael Percival for organising it.

Cambridge branch also held a

celebratory dinner, which was greatly enjoyed by 64 members and guests.

## Early booking for 2004

GUILDFORD branch held a successful dinner dance at the Cranleigh Royal British Legion, when a full Christmas meal was served with port for toasts.

Other branches represented included Dorking and Horsham.

After the meal members of the Cranleigh Royal British Legion joined the RNA guests for dancing

## Poetic tribute to Nelson

THIS year's Kingston-upon-Thames mess dinner and dance took the form of a Trafalgar Night. Branch chairman S/M Len Stokes presided in place of president, Cdre Roger Parker.

The niceties of the occasion

were observed, with the branch chaplain, the Rev Neville Biden, reading a poem he had written as a tribute to Nelson.

S/M Gordon Tucker proposed the toast to the Immortal Memory.

Awards for services to the branch went to S/Ms Geoff Powell, Dave Ralph and Helen Pursey, presented by the chaplain.

A special vote of thanks was accorded to S/Ms Bill and Shirley Baptie for organising the evening.

At the subsequent branch meeting, the chairman of Kingston branch of the RNLI, John Ansell presented a certificate of thanks to Kingston RNA branch in recognition of members' efforts in raising £10,000 over the past ten years through street collections.

until the evening ended at 2330.

Guildford branch secretary Reg Miles expressed the thanks of the branch to S/M Garry Edwards for his help in organising the event, and to the RBL manager and staff.

And in a fine example of forward planning, Reg has booked next year's dinner dance already – Friday November 26.

## Naval Quirks

SOME SAY IT WAS ALFRED THE GREAT WHO FOUNDED THE ROYAL NAVY...



...OTHERS BELIEVE IT WAS EFFECTIVELY FOUNDED BY KING EDGAR..



THAT'S ALL VERY WELL, BUT WHAT I'D LIKE TO KNOW IS -



- WHO LOST IT IN THE FIRST PLACE?!





# Royal Naval Association



## Anniversary celebration is the talk of Atherton

THE **ATHERTON** branch was commissioned on November 8, 1983 and this year celebrates its 20th anniversary.

The branch was formed by six founder members, Frank Wilson, Fred Wilcox, Jack Richards, Ian Walde, Mike Needham and Jack Gibbons, who got together over a pint or two at the former Atherton Sailors and Soldiers Club.

To celebrate the event, members invited shipmates from local Naval Associations, disabled ex-Servicemen from Broughton House, local dignitaries and friends to join them for a buffet and an evening of entertainment held in their HQ, the Atherton Arms, on Trafalgar Night – an event still being talked about around the town.

During the evening the Chairman, S/M Peter Wilkie, presented cheques to the Wigan Sea Cadet Corps and the RNLI. In the near future a cheque will also be presented to the branch's adopted ship, HMS Sceptre, to add to the ship's charitable fund for the Montrose Special School.

A Remembrance Sunday service was held at the Parish Church of St John, when the branch standard was rededicated by the branch chaplain, the Rev Keith Baines, together with the Dean of Leigh, the Rev Bill Baldwin, and four other members of the local clergy.

At the same time an illuminated Book of Honour, commissioned by former councillor the later Len Summers, naming all town members killed in action in both world wars and subsequent conflicts, was dedicated and placed on view in the church.

One final act was the laying-up of the standard of the local branch of the Dunkirk Veterans Association, now disbanded.

## Ernie earns it

**BURY** branch honoured its oldest and longest-serving member, S/M Ernie Clemishaw, with life membership.

As Ernie was completely in the dark about the intentions of the branch, he was lost for words on being presented with his life membership certificate.

# No rest on busy weekend

**SHIPMATE** Tommy Banks faced a steep learning curve over the Remembrance weekend, parading the **Runcorn** standard at four ceremonial events – his first time in doing so.

Tommy's busy weekend began on Friday night when he set off to parade the branch standard at the Runcorn Royal British Legion rally, which he had never attended before.

The rally, a night of remembrance and entertainment for ex-soldiers, sailors, airmen and members of the Merchant Navy, is a big annual event in **No 10 Area**.

"Marching into the main Legion hall, carrying our standard, was a real privilege for me," said S/M Tommy, who had no idea what to expect. Suffice it to say he returned home at 2.30am.

On Saturday morning he was picked up at 0745 and, with a carload of shipmates, travelled to Liverpool for a committal service on the Mersey.

As the only matelot among his travelling companions, he never felt an odd man out. "It did not matter to them, I was a sailor. To them, I had been where they had been – to sea. We were like brothers."

When they arrived at the Woodside terminal to catch the 1000 ferry, what worries Tommy felt about his first committal were soon dispelled.

The parade marshal had everything under control.

With the standards of **Runcorn**, **Wallasey** and **Birkenhead** and the Merchant Navy unfurled, the parade took off down the jetty to the gangway, to music by the band of **No 10 Area**.

The marchers then boarded the ferry with relatives and friends of the deceased, who had been shipmates of **No 10 Area**.

As the ferry headed along the river and a chilly wind blew across the deck, the standard bearers mustered amidships for a committal service, conducted by the Rev John Williams RNR.

Though it was sombre seeing the families commit their loved ones to the sea, S/M Tommy was consoled to discover that the bereaved accepted that men who sailed the oceans would desire no other end.

Having accomplished two of his four ceremonial events, he had no great fears on returning to Runcorn about parading the branch standard on Remembrance Sunday.

His first service was held in the morning at Runcorn club, followed in the afternoon by a parade through the town and a service of remembrance at the Cenotaph.

The service went well, except for one 'fatal error' made by S/M Tommy – he forgot to dip his standard for the National Anthem.

"It was a novice's mistake – and I was bloody nervous," said Tommy in his defence.

Commenting on what the weekend's events had taught him, he said: "I met many mariners, Royal and Merchant, but it seemed to me, I was part of a huge family."

"They knew and trusted me, even though I had not met many of them before. Maybe it was the standard, or my badge, or maybe we talked the same language. But one thing I found was a bond – a true sense of belonging."

## First parade

**HAVING** celebrated its first birthday, **Cyprus** branch paraded its standard for the first time on Remembrance Sunday in Happy Valley.

The standard was carried by ex-CMEM(M) Tony Flower, who served from 1961 to 1985 in a variety of ships, including the **Albion** and **Devonshire**.



● Lt Victoria Carrington with the Lancing branch president and shipmates at the branch Trafalgar Night dinner

## French connection for dinner

THE GUEST of Honour at the Lancing branch Trafalgar Night dinner was Lt Victoria Carrington, who gave what members considered to be a brilliant speech before going on to propose the traditional toast to the Immortal Memory.

The branch consider themselves fortunate to have secured the services of Lt Carrington, as she is currently seconded as an instructor to an officers' training establishment of the French Navy.

As such, it was necessary for the Royal Navy officer to obtain permission to return home for the occasion.

One can only wonder at the reaction when they asked the reason for her proposed absence, and were told that she had been asked to propose

the toast to the memory of Admiral Lord Nelson and his famous victory over the French and Spanish fleet at a Trafalgar Night dinner.

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● From left: Peterborough branch shipmates Pat Rate (secretary), Tom Tubb (chairman), Peterborough Mayor David Raines, Gordon Roberts (treasurer), Peterborough Mayor David Raines, Derek Wyatt (standard bearer), Syd Martin (President), Ken Lambert, Meg Grimes (press officer) and Bud Abbot. The event was the branch Publicity and Charity Collection Day at Serpentine Green when the Mayor of Peterborough presented Syd Martin with a £200 cheque towards the cost of bringing HMS Olympus back to Barrow-in-Furness from Canada for the Submarine heritage Centre. The first HMS Olympus was adopted by the citizens of Peterborough during Warship Week in 1941

Picture: Paul Franks (Peterborough Evening Telegraph)



# IN SHACKLETON'S FOOTSTEPS



MEMBERS of HMS Endurance's Shackleton's Route Expedition are shown following in the footsteps of the famous explorer's epic trek across South Georgia at the end of the 700 mile, 15-day voyage he and some of his companions made in an open boat from Elephant Island in 1916.

The team comprised six members of the ice patrol ship's Royal Marines Detachment – CSgt Brian Hayes, LCPL Jodie Gallagher and Marines Nick Eddles, Joe Stewart, Joe Kassab and Paul Trickett – and the ship's diver, L Diver Chris Rummung.

HMS Endurance is also visiting the Falklands, Antarctica, South America and South Africa during her current deployment.

Pictures: LA(PHOT) Phil Wareing



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# ...EDUCATION FOR THE NEW CENTURY



## Engineering a brighter future

FOR budding engineers, there's no better start to a career than Welbeck, the UK's only residential defence sixth form college.

Based in Workson, Nottinghamshire, Welbeck is an historic mansion surrounded by large grounds, whose unique environment offers some of the country's best 'A' Level results – achieving second place in the 2002 national schools league tables.

Along with top-class sports facilities and cadet training, Welbeck sets young men and women keen to be defence engineers on the path to success.

Previously an Army College, Welbeck becomes a tri-service establishment in 2004, opening its doors to Royal Navy, RAF and Civil Service students too.

In 2005, the college relocates to Loughborough in Leicestershire

when it will re-open as The Defence Sixth Form College, a £38 million PFI-funded facility providing some of the country's best educational facilities.

Welbeck offers just 120 places a year, although the number of applications received is far greater.

The most successful A level pupils go on to take Service-sponsored Engineering degrees at one of five partner universities – Southampton, Newcastle, Northumbria Loughborough and Aston. There is even the chance to go on to Oxford or Cambridge.

Navy-sponsored undergraduates are supported financially while officer training is provided by military support units.

Naval cadets then progress to officer training at Dartmouth, followed by a commission as an aircraft, marine or weapons engineer.

Students come from all

backgrounds and from across the UK – 87 per cent come from comprehensive schools and a third are female.

Attending a college open day is the best place for interested students to start, providing a chance to discuss career options with senior staff.

Applicants must apply in their final GCSE year – but only the best and brightest. Minimum entry requirements are 30 points from the best five GCSEs and students must show leadership potential.

A Level education is paramount at Welbeck with specialist academic staff teaching small classes of up to 12.

Students average 390 UCAS points (equivalent to three grade As and a B) and attention is focused on technical subjects, predominantly maths, sciences, IT, technology, electronics and geography.

Tri-Service personnel provide pastoral care, military careers advice, sports and cadet training.

Cadet training is just as important as academic life at Welbeck.

All students join the College Combined Cadet Force (CCCCF) with a weekday afternoon, regular weekends and summer camps dedicated to training.

The CCCCCF plays a key role in bringing leadership qualities to the fore, with management training to strengthen character and military training to develop tactical understanding and teamwork. Students don't need to have had previous Cadet Force experience before



joining.

But it's not all work and no play – a vibrant social scene provides free time for shopping, theatre, art exhibitions, films and eating out.

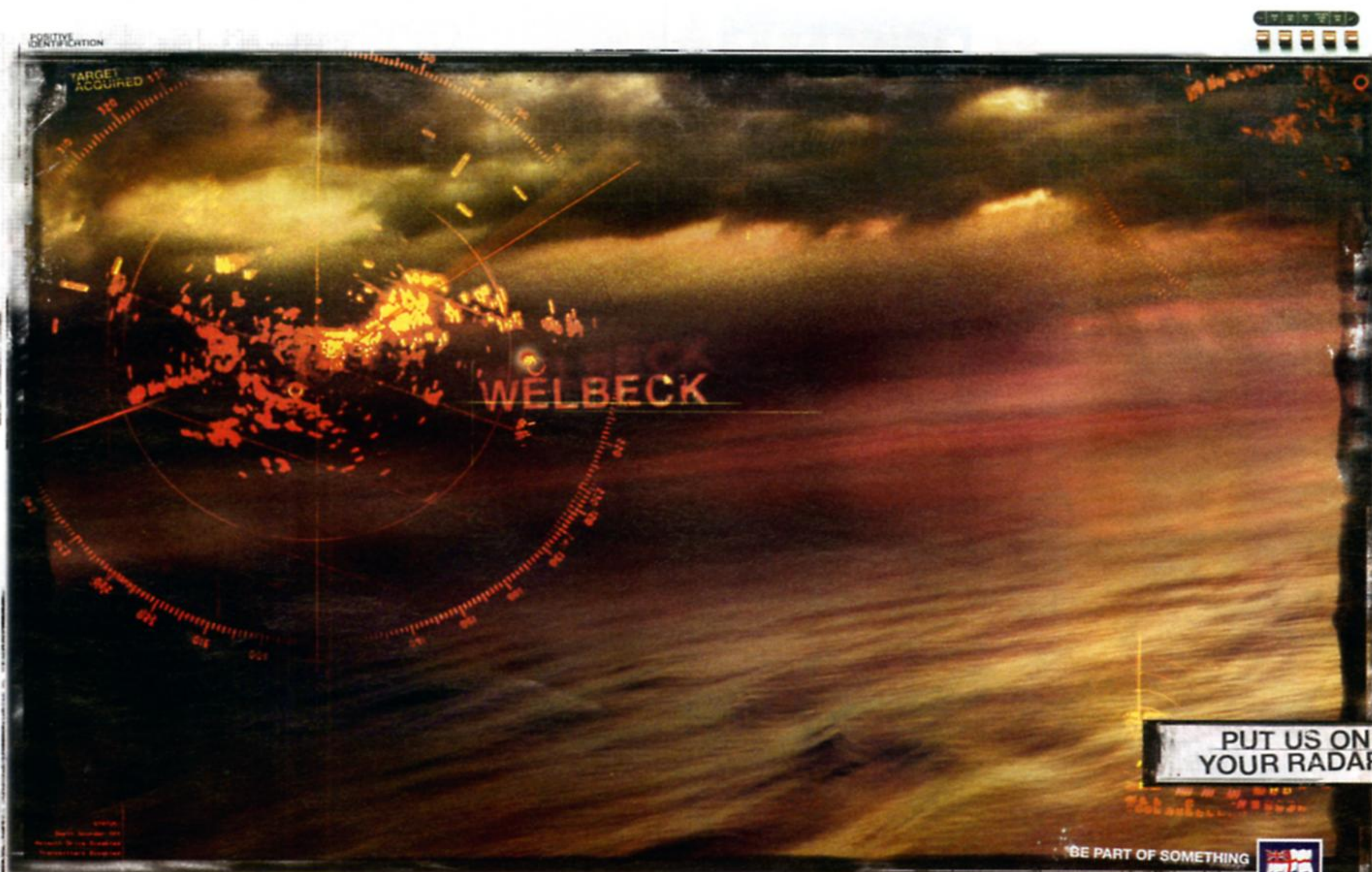
Sports facilities and opportunities are second to none, with students enjoying outward bound and adventurous training activities too.

Sport plays a major part in Welbeck life, encouraging mental and physical strength, developing camaraderie, and providing a break from study.

Students play sports at their own

pace from beginner to international level. Regular expeditions are organised from walking and climbing in the UK to skiing and diving overseas. Because Welbeck is residential, sporting and academic facilities are available seven days a week.

Welbeck is funded by the MOD with all tuition fees paid. Maintenance fees are heavily subsidised according to parents' residual income with average termly fees around £400-£600, and free places available to low-income families.



This year, the military's only official 6th form college is offering places for potential Royal Navy Engineering Officers for the first time.

As one of the country's top A-Level colleges, your son or daughter will be getting the best education at a heavily subsidised cost. So if one of your children, or someone you know is considering joining this elite team, make Welbeck your first port of call.

For more information call Lt. Jo Goodship on 02392 727750.

THE TEAM WORKS




# ...EDUCATION FOR THE NEW CENTURY



## Ryde students thrive

## St John's at GCSE



**St John's College**  
Grove Road South, Southsea,  
Hampshire PO5 3QW  
Tel: 02392 815 118  
Fax: 02392 873 603  
Email: info@stjohnscollege.co.uk  
web: www.stjohnscollege.co.uk

**Entrance Assessment**  
for all external candidates applying to join the College in September 2004 will be held on

**Saturday 17th January 2004, 8.45am**

**Queen's Jubilee Awards & Scholarships**  
Available to eligible new entrants for Year 7 who demonstrate academic, sporting, musical or all-round excellence.  
Sixth Form Awards may also be made.  
Service Bursaries are available for service family boarders.

Ryde School on the Isle of Wight is a thriving, independent school set in attractive surroundings, overlooking the Solent.

The grounds are within ten minutes walk of the seafront, so the school is well placed for commuters or boarders who live across the water in Portsmouth.

The school has a philosophy of providing education for a whole range of abilities.

Despite being non-selective, the school has an enviable record of results, averaging over 50 per cent A and B grades at A Level over the past three years.

The boys and girls in the school are offered a wide range of activities and show pronounced

strength in performing arts and sport.

The Combined Cadet Force and the Duke of Edinburgh's Award scheme are well supported; such activities help to promote a spirit of enterprise and independence.

Ryde School prides itself on creating an atmosphere in which all pupils can flourish and realise their full potential.

A Campus in Bembridge provides a special environment for our small community of boarders.

Recent Rydeian pupils include Seb Clover, who single-handedly sailed across the Atlantic to the West Indies, breaking records as he went.

For more information contact Ryde School on 01983 562229.

STUDENTS and teachers of St John's College, Southsea are celebrating a record year for A Level results with a 98 per cent pass rate.

Head Boy Christopher Rose and Alexis Thompson, the first appointed Head Girl since the school became co-educational, have a great deal to celebrate after obtaining places at their first choice higher education institutions.

Christopher, who achieved two A grades in maths and further maths and a B in chemistry, will be furthering his maths studies at Bath University from September.

"The course incorporates a 'year in industry', which will help



### RYDE SCHOOL with UPPER CHINE

HMC Co-educational, 2½ - 18 years

Prospective parents and their children are warmly invited to our

### OPEN MORNING

on Saturday 28 February 2004 from 10.00 am to 12 noon

Full details and a prospectus are available from the Admissions Secretary,  
Ryde School, Queen's Road, Ryde, Isle of Wight, PO33 3BE

Tel: 01983 562229 Fax: 01983 564714

Email: school.office@rydeschool.org.uk

Ryde School is a Registered Charity No 307409

### SERVICE children's education

Moving back to the UK? Moving Overseas?  
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Fax: 01980 618245 Mil: 94344 8245  
email: mod.sce.uk@gt.net.gov.uk



### Royal Hospital School

Holbrook, Suffolk, IP9 2RX

Tel 01473 326200 Fax 01473 326213

registrar@royalhospitalschool.org

### ENTRANCE EXAMINATION

**Saturday 24th January 2004**

The Examination Centres are RHS, Suffolk,  
Portsmouth and Plymouth.

For more information please contact  
the School on 01473 326200.

*East Anglia's largest HMC  
co-educational full boarding school for 680  
pupils aged 11 - 18, offering fee concessions  
to the children and grandchildren  
of seafarers.*

[www.royalhospitalschool.org](http://www.royalhospitalschool.org)





# ...EDUCATION FOR THE NEW CENTURY



## students' success and A Level shine

me to decide on my career direction," he said. "I have been a pupil at the college for almost 10 years now and have enjoyed developing my skills, particularly during my year as Head Boy."

Alexis will be attending Edinburgh University to read drama and theatre studies after achieving an A in the subject with an astounding 100 per cent in the written Shakespeare paper. Alexis also obtained a B in geography and a C in English Literature.

"I'm thrilled with my results and my acceptance into university," added Alexis. "I have played an active role in all drama and theatre productions throughout my time at St John's College, and have particularly enjoyed representing and supporting the female population of the school."

In a year when the national average figure for GCSE passes dipped, St John's is proud to announce that it maintained its consistently high standards with an 82 per cent pass rate.

Girls at St John's also achieved the highest level of A to C passes in the college's history. Pupils such as Emily Rose (who was the first

person to be awarded the lasallian scholarship) and Robyn Vernon-Harcourt achieved outstanding results. Emily accomplished straight A's in her exams and Robyn received straight As, with seven at A\* standard.

As well as excellent results in the traditional strengths of the school, such as sciences, pupils taking newer subjects including physical education and drama performed just as well in their examination results as in extra-curricular activities. Students of the new drama curriculum all scored grades of A\*, A or B.

Headmaster Nigel Thorne said: "The results received fit the pupil profile of St John's College very well and reflect the hard work, care and encouragement of the teachers. The vast majority of students are now in a position to continue on to higher education and I wish all our leavers the very best in the future."

Ron Foreshaw, head of examinations added: "This year's GCSE students have achieved an excellent standard of results. We hope that they are as proud of themselves as we are."

## Newlands sets records

NEWLANDS School in Seaford is continuing to make headlines for the right reasons.

After a highly-successful inspection last spring, pupil numbers are reaching record levels and the school is enjoying a burgeoning reputation.

Record results were achieved in both A Levels and GCSEs during the summer. Head boy Richard Bridgman scored three A grades and goes to St John's College, Oxford, to read modern languages.

At a time when the study of modern languages is in decline nationally, it is exciting to see their

continued development at Newlands with outstanding results.

Highlights of last year included a magnificent theatre arts gala at the Gardner Arts Centre, Brighton, and the Red Devils opening the school sports day.

Olympic swimming coach Nick Robinson joins the physical education department with swimming already strong at Newlands.

With many year groups already full, and a growing waiting list for places, Newlands is fast becoming one of the leading independent schools in Sussex.

To advertise in our next education feature, contact Navy News' advertising team on: 02392 725062, 02392 724226, or 02392 726951

**Newlands School**  
Co-educational Day & Boarding 2½ - 18 years

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01323 490000 [www.newlands-school.com](http://www.newlands-school.com)

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e-mail: [iscis.uk.net](mailto:iscis.uk.net)

## Busy, happy lives at Lomond School



### ■ Generous service bursaries available

If you would like to find out more about the unique opportunities for your children please call 01436 672 476.

Lomond's unique position in Scottish education is underlined by its brand new co-educational boarding house, Burnbrae, located 100 metres from the main teaching block in nearby scenic Campbell Street. This is home to seventy students aged from 10 years to 18 years and is characterised by:

- En-suite bathrooms in the double and single bedrooms
- Spacious social and recreational facilities
- Excellent standards of care and supervision
- A family ethos
- Flexible approach
- Full programme of activities
- Airport, visa and guardian services
- Academic and pastoral support
- Professionally trained staff
- Excellent e-mail/IT/communication systems



**Lomond  
School**



# ...EDUCATION FOR THE NEW CENTURY



**SHEBBEAR COLLEGE**  
Shebbear, Devon EX21 5HJ  
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Boys and Girls 7-18 years

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- Experienced in meeting the needs of Service and Overseas Families.
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- HM Forces Bursaries Available.

For further information contact:  
Mrs Jackie Rowe, Registrar  
Tel: 01409 281429 Fax: 01409 281784  
E-mail: registrar@shebbearcollege.co.uk  
Web Site: www.shebbearcollege.co.uk

## Investing in all areas at West Hill Park

## Mayville variety

RECENT investment in modern technology of interactive whiteboards has enhanced the teaching of French, mathematics, geography and history and this, combined with a high standard of enthusiastic teaching, has raised academic standards to new heights.

In the past two years, 15 outstanding scholarship awards have been made to West Hill Park pupils by their secondary schools for academic, musical, sporting and artistic excellence.

Another reason for the children's undoubted interest in the curriculum is the teaching staff's belief in the importance of

expeditions to experience reality in a number of diverse spheres. In September, Year 7 pupils left their newly refurbished science laboratories for a five-day field trip to Cornwall where they researched the environments of rocky shores and moorlands using data capture equipment.

Year 8 spent four days conducting a detailed study of the 1916 battlefield of the Somme and the poetry of World War I while staying in a centre in the Somme valley.

In addition, they recently conducted local geographical research to learn how a river changes from source to mouth, measuring width, depth, section and velocity.

The children's understanding of the French language has also been

greatly enhanced by the school recruiting French nationals to teach French. At the beginning of the academic year the entire Year 8 group spent a week in Brittany where each pupil stayed with a French family. For the tenth successive year the whole enterprise was supervised by the flamboyant head of department, Madame Domi Guillot-Long, who was born and brought up in Brittany. During the Easter term Year 7 pupils will also be taken to Paris for a four-day historical, artistic and cultural tour of that beautiful city.

In today's world a diet of stimulating academic excellence is not enough. The children play sport on a daily basis and have a choice of more than 40 after-school activities each week, ranging from chess, riding in the extensive grounds and floodlit riding arena to sailing, judo, ballet and Brownies.

There is something for everyone in the thriving community of West Hill Park.

Mayville is divided into four main sections, the nursery, the pre-prep, the junior school and the senior school.

The school is small enough to allow each pupil to be treated as an individual and respected for his or her strengths. Mayville accepts pupils from a wide ability range and has a renowned dyslexia unit to support pupils with this difficulty.

Able children also need support and extension and they are not forgotten at Mayville, their particular needs being the current focus of school development. Every pupil has the opportunity to be a star, be it in the academic, sporting or creative fields.

Mayville's educational philosophy is based on the premise that it is the happy child who will learn, the one with self respect who will best meet his or her potential.

The confidence of Mayville pupils is apparent as you walk around the school, they show respect for teachers and each

**25% Forces Bursary**

## Ruthin School

*focusing on the individual*

The School is committed to providing an education of the highest quality, endeavouring to develop the potential of every pupil in all spheres, and to prepare them to face the challenges of the changing world with confidence and maturity.

**100% success rate of University entrance for students wishing to go.**

**Small class sizes and a high degree of sporting and extra curricular activities.**

Day, Weekly & Full Boarding Places For Boys & Girls  
Junior School 3-11 years  
Senior School 11-18 years

Daily Transport is available from Holywell and the North Wales Coast.

For further information and a prospectus  
Telephone 01824 702543 or write to Ruthin School,  
Ruthin, Denbighshire, LL15 1EE.  
School website: www.ruthinschool.co.uk

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Co-ed Boarding & Day 3-19 years (Boarding 6+ years)  
A TOP UK SCHOOL FOR GCSE & A-LEVEL RESULTS

We think there are 3 important points, above all others, that make Queen Ethelburga's your ideal choice as the boarding school for your child.

Firstly, we understand the needs of service families and seafarers as we have been serving their needs for over 80 years. We have experience in ensuring your child will settle well, be confident and successful. Our campus is safe and away from city centre problems. Secondly, our boarding facilities are the best in Europe. Every bedroom has direct dial in/out telephone, voice mail, TV/Video (on timer), music centre, hot drink facilities and much more. Many bedrooms are ensuite. Our house parents are friendly and caring. Thirdly we have a history of being a **Sunday Times** Top UK Senior School for GCSE and A-Level results UK Top 100 Preparatory School for Academic Results.

We have invested over £18m in new facilities and offer a huge range of sports, music, equestrian, and recreational facilities. Over 98% of our A-Level students go on to University. Telephone for a prospectus, video and details of special 20% Remission. (Email: remember@compuserve.com)

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*A Great Start with a Great Finish*

West Hill Park is a co-educational Preparatory School for children from 2½ to 13 years (boarding from 7-13 years)

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Mr Peter Klinkenberg Tel: 01884 252543  
Mrs Elizabeth Thane Fax: 01884 243232  
e-mail: registrars@blundells.org  
website: www.blundells.org

Tiverton Devon EX16 9DN

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FOUNDED 1604

11-18 Co-educational Boarding and Day School (340 boys and 210 girls)

**"an entire education"**

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Charity No. 1081249

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Peg Hulse, Headteacher.

**THE LEADING INDEPENDENT SCHOOL FOR GIRLS (4-18)**  
Senior School entrance tests - Saturday 31st January 2004  
Junior School assessments throughout January please phone for details.

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For further information and a school prospectus, please contact the Admissions Secretary: 023 9282 6714 023 9281 4814  
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Financial assistance available in the senior school.

**GIRLS' DAY SCHOOL TRUST**  
Reg. Charity No. 306983



# ...EDUCATION FOR THE NEW CENTURY



## presents to pupils

## Support for RN and RM families in need of help

## Education for life at Grenville

other, because they know that they are respected in turn. Discipline is fair, firm and consistent, giving pupils the security of knowing what is expected of them.

Located in Southsea, Mayville is able to utilise a wide range of sporting and educational facilities, with its minibuses providing ease of travel around the city and beyond to ensure that pupils realise that education is not limited to what happens in school.

Pupils are introduced to a wide range of sports so that they can experience a variety of skills. They can then specialise through clubs or training programmes.

In the creative arts, the school has a strength in drama, art and music and regularly combines all three skills in presentations of plays, dances, concerts, or individually as in the annual art exhibition - our team were winners of the regional heat of Rock Challenge at Portsmouth Guildhall this year. Our excellent GCSE results provide evidence of academic success.

The school offers a wide range of after-school activities from karate, hockey and dance to the school's St. John Ambulance Division.

Cadets have recently won several trophies in St. John Ambulance competitions and assist at events such as the Great South Run and Portsmouth football matches.

In July they again became National Champions in the senior section of the St. John Ambulance Schools' Competition.

Our latest initiative is to enlarge our 'Mayville Family' a little by taking pupils from one year of age into our newly formed 'nest' - we also have cygnets and swans!

Our nursery section is being relocated into a refurbished bungalow adjoining our senior school site which will provide superb accommodation for this age group.

We are always proud to show off our school and would welcome the opportunity to show you around. Contact us on 02392 734847.

ALL children are potential 'at risk'. Children constantly move in and out of vulnerability.

We currently support 400 children and during 2003 have helped more than 1,000 children.

One recent example is Mr D and his son aged nine.

While serving in the RN, Mr D was involved in an accident, leaving him with a brain injury and memory loss.

He was unable to cope with the stress, which left him with speech problems and panic attacks. In the year after his accident, Mrs D was diagnosed with cancer and died a couple of months later.

She managed to sort out all the family's finances before she died, leaving her husband with a financial plan. Her son was with her when she died.

Mr D has run the home successfully, although due to his disability, he will never work again.

He sought help for his son who was traumatised by the events in his young life and approached the RN&RM Children's Fund, which is now helping with the cost of his son's special lessons and his outside-school activities. Mr D and his son are doing very well.

For more information on the support we offer, call 02392 639536.

GRENVILLE College, a co-educational boarding and day school for pupils between the ages of three and 19 (boarding from age eight), is a natural choice for parents seeking a stimulating learning environment for their children, balanced with a wide range of sporting and extra-curricular opportunities, and supported by strong pastoral care.

The school is large enough to enjoy excellent facilities and to offer a broad range of courses and activities, yet small enough for everyone to be known and valued as an individual.

The junior school and boarding houses are at Moreton House, set in 40 acres of formal gardens and parkland. Great emphasis is placed on the homely atmosphere of the Grenville community, especially important for children of Service families who are away from home for long periods. Excellent facilities, dedicated staff and individual learning programmes combine to enable pupils to gain maximum benefit and achieve excellent results.

"We are committed to providing high-quality education and to the spiritual, moral, cultural, mental and physical development of the children in our care," said headmaster Dr Simon Wormleighton. "I am keen to ensure that Grenville College remains successful, forward-looking and flexible enough to meet the changing needs and aspirations of the 21st century, whilst continuing to provide stability and continuity - and a true education for life."

**At Wykeham House we offer**

- a tradition of single sex education
- a happy yet stimulating environment
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- small class sizes to ensure personal attention
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- a commitment to extra-curricular activities
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**FOR MORE INFORMATION CONTACT: THE HEADMISTRESS AT, East Street, Fareham, Hants. PO16 0BW Tel: 01329 - 280178 or Fax: 01329 - 823964 Email: WHS@Wykehaminst.demon.co.uk Website: http://www.wykehaminst.demon.co.uk**

## COLLEGE GRENVILLE

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**420 pupils ages 2½ to 18 (boarding from age 8)**

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- Excellent academic record
- GCSE, AS, A level & GNVQ courses
- Dyslexia department

- Sixth Form study centre
- Superb location for outdoor activities
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- Extensive grounds
- Wide range of clubs & activities

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For details Tel: (01237) 472212 Fax: (01237) 477020  
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Grenville College is a registered charity no. 268669

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Tel. 01822 813193  
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## Mayville High School

*the school for the individual*

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1-16 Yrs

**Girls**  
1-16 Yrs

**Drop in Day Thursday March 11th 04**  
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**Senior Boys Entrance Exam**  
Wednesday 21st January 04  
**Senior Girls Entrance Exam**  
Thursday 22nd January 04

**35 St Simon's Road, Southsea, Hants PO5 2PE**  
Tel: 023 9273 4847 • www.mayvillehighschool.com

## The Royal Navy & Royal Marines Children's Fund

Patron: Her Majesty the Queen  
Registered Charity No. 1075015

**HISTORY**

Children of the Royal Naval Services have been supported for over one hundred years by the charitable funds, originally as orphanages but now in ways appropriate to present day needs, such as schools, homes, special needs establishments, holidays and in their own homes in times of family crisis.

**AIM**

The Royal Navy & Royal Marines Children's Fund

Formed from The RN & RM Children's Trust and The RN & RM Children's

Home is the premier charity for providing charitable help to children of serving and ex-serving personnel of the Royal Navy, Royal Marines, The Queen Alexandra Royal Naval Nursing Service, the former Women's Royal Naval Service and the reserves of these forces.

**HOW HELP IS ORGANISED**

Consideration of every circumstance is given swift and sympathetic attention by people who understand the difficulties of service and seafaring life. Applications can be made at any time. Those seeking assistance can contact the office direct for an application form.

**The Royal Navy & Royal Marines Children's Fund**  
311 Twyford Avenue, Stamshaw, Portsmouth PO2 8PE

Applications and referrals should be made to:  
Mrs. M. A. Bateman or Mrs. L. Smith at the address above or by phone Tel: 023 9263 9534

## PERROTT HILL SCHOOL TRUST

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**Age 3 - 13**

Perrott Hill School Trust exists to provide high quality education for boys and girls

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- outstanding academic results and strong emphasis on Sport, Music and Drama
- generous Forces Allowance

for further details, please contact the Bursar  
Cdr. R D Coupe OBE RN

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# YOUNG READERS CLUB

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## SEND FOR A FRIGATE!

Frigates have been used for many of the jobs the Royal Navy carries out around the world.

This month we find out how they became the 'workhorses of the Navy'.

## The write stuff

We've dipped into our postbag to see what some YRC members have been up to recently:

Alex Morley (mem. no. 3123) from Sandown on the Isle of Wight wrote to tell us about the presentation day of TS Royal George which he attended in Ryde:

"It involved different cadets being awarded different trophies for different things - I won best-improved cadet of the year. We also had a cadet who had his legs waxed to raise money for our unit - we are trying to buy a new computer."

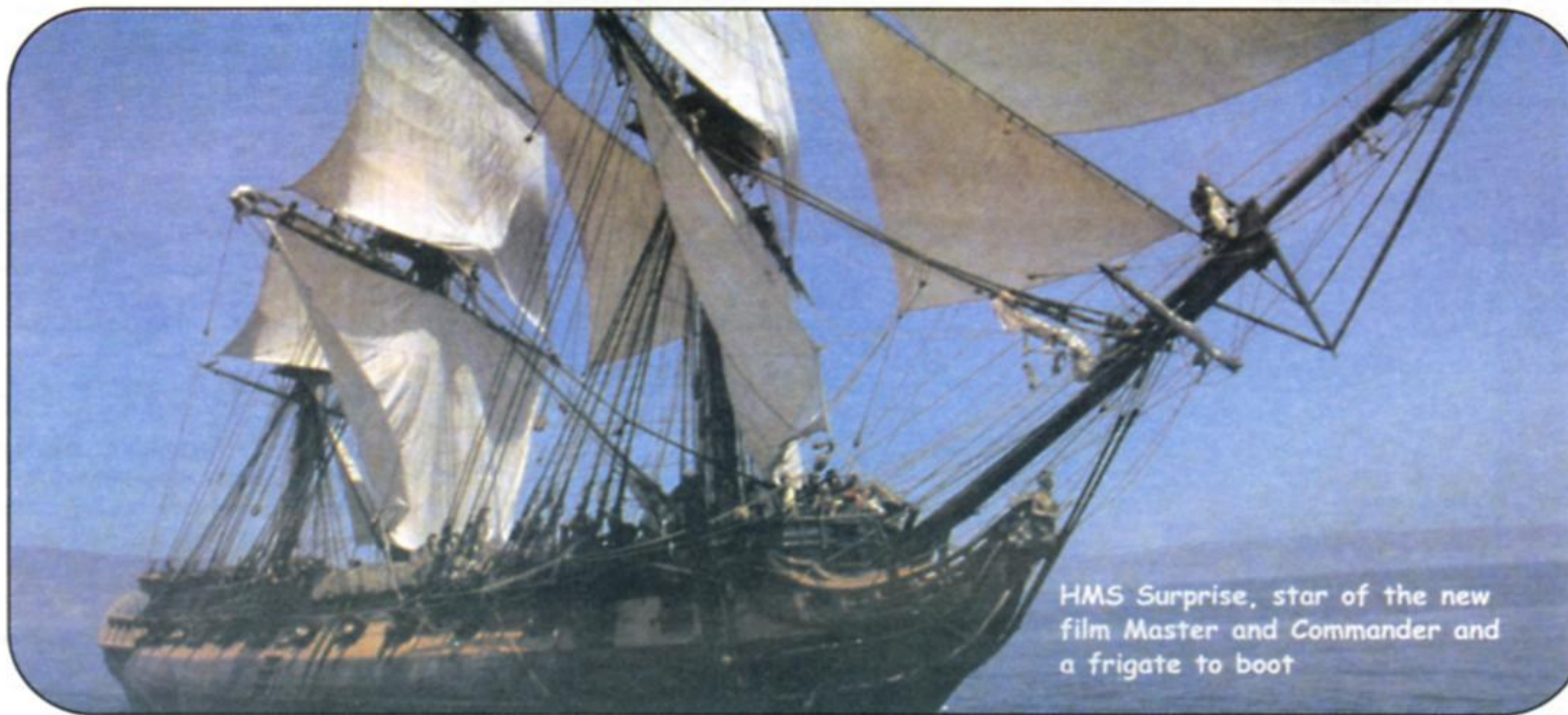
Tatiana Hardcastle (mem. no. 3013) from Brussels, Belgium, thanked us for her prize 'The English Roses' by Madonna.

"I loved the pictures and the story - they were great. I am 11 years old, in my last year of primary school and live in Brussels where my parents are working. Thanks for a lovely book. It made my day!"

Another happy competition winner is nine-year-old Connie Squibb from Fareham who won tickets to Paulton's Park.

"My best bit was the log ride. We try to go to Paulton's about three times a year, so mum was pleased when I won the tickets."

Thanks for getting in touch and keep them coming in so we can let other members know what's happening.



HMS Surprise, star of the new film Master and Commander and a frigate to boot

## Cruising for trouble

The frigate is probably the most common type of warship in the world today - and in the days of sail it was just about the most glamorous.

From the earliest days frigates were used for all types of work, from scouting and supporting battle fleets in Nelson's time to sailing alone in search of enemy raiders - as you can see in the new Hollywood blockbuster *Master and Commander*, where Russell Crowe chases a French opponent through the seas in HMS Surprise.

The word frigate is thought to be French and was used first for a type of commercial ship, which was copied by naval designers because it sailed so well.

The Lyme-class ships from 1748 are regarded as the first true British frigates.

Some frigates became so famous in battle that their names are still remembered today.

The Shannon was a British frigate which picked a fight with the American frigate Chesapeake in the War of 1812 (although the battle took place in 1813!) - and won in less than 15 minutes. Shannon's gunners were the best in the RN.

Another American frigate, the USS Constitution, did rather better, winning tough

fight against RN frigates Guerriere and Java in 1812.

Constitution, built in 1797, is now in Boston, and is still capable of sailing after more than 200 years afloat.

If you want to know more, their website is at [www.usconstitution.navy.mil/index.html](http://www.usconstitution.navy.mil/index.html)

The Euryalus was another famous name, spending two days following the French and Spanish fleet before the Battle of Trafalgar, allowing Nelson to finalise his plans.

Two RN frigates from the days of sail survive. The Trincomalee, built in Bombay in 1817, has been restored in Hartlepool, while the Unicorn in Dundee is the oldest British-built ship afloat.

Members can gain free admission to Unicorn by producing a voucher or membership card if they are accompanied by a paying adult.

## Sailors say it with semaphore



Everyone makes mistakes, even the YRC team. Quite a few eagle-eyed YRC readers (some were not so young, like the sailors at HMS Raleigh) quite rightly pointed out that we boomed with last month's semaphore message. Despite the best efforts of our graphic expert, our little signallers got at least one letter wrong. Hope you enjoyed a 'bappy Christmas'...

Laura Wood (mem. no. 2886) aged eight from Immingham in Lincolnshire drew 'The Navy Girl'

All our 'Badge It' winners will be sent a 'Badge It' machine shortly. Please be patient...



Richard Corscaden (mem. no. 2886) aged 11 from St Albans drew James Bond



This submarine was drawn by Joseph Tinker (mem. no. 1505) aged six from Kirkby-in-Ashfield in Nottinghamshire

## Badge It competition

In November we asked you to send in pictures of the badges you would make if you won our competition. Here are some of the best.



Five-year-old Adam Jones (mem. no. 1919) from Great Yarmouth created these pirates

## Members birthdays

Another new year, and another round of birthdays for all YRC members born in January. Celebrating are:

Jack Absalom  
Steven Allcock  
Alfie Archer  
Stephen Aspin  
Matthew Bell  
Kirsty Blanks  
David Burdon  
Jacob Bushell  
Scott Caffel  
Jonathan Cains  
Amiee-Leigh Cannon  
Lauren Cannon  
Lee-John Carpenter  
Rebecca Carpenter  
Daniel Chard  
Emily Chiplin  
Rebekah Coleman  
Charlie Cooper  
Geoff Cooper  
Erin Duffy  
Ryan Foster  
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Stephen Gill  
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Ross Sketchley  
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Charlotte Westaway  
Sam Wharmby  
Emma Wrigley



## why

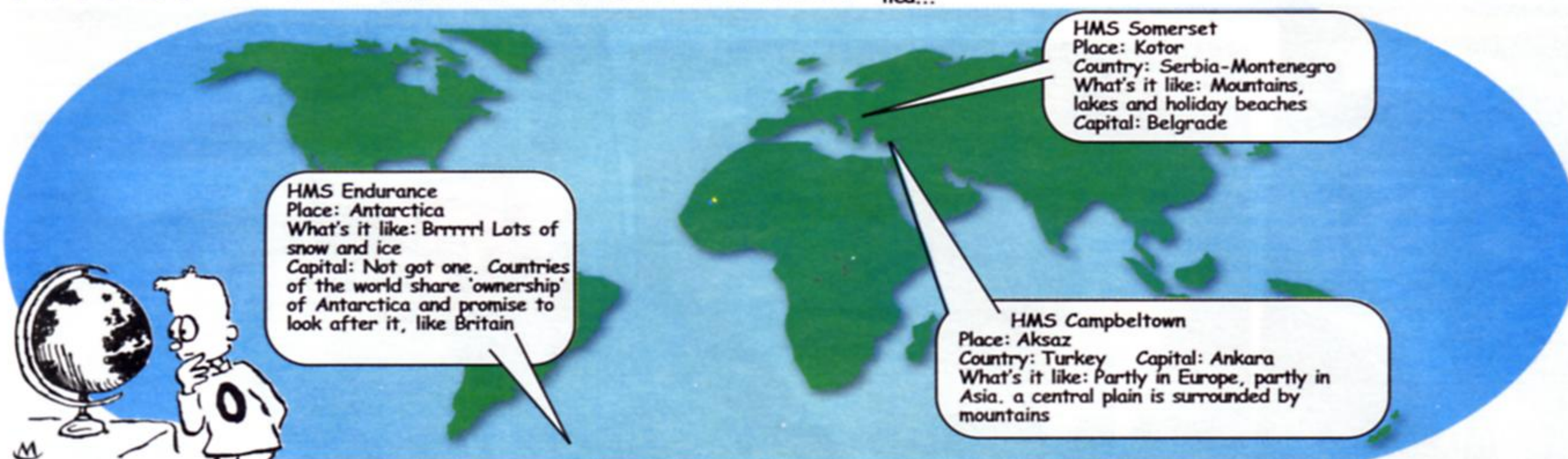
do sailors called toilets 'heads'? In the days of sail, the toilets were at the most forward part or 'head' of the ship; because there was more than one loo, 'heads' became the common name.

If you are a member of the Young Readers Club and your one-year free subscription to Navy News has run out, you can get another discounted subscription through YRC. For details call us on 023 9273 3558.



# Where in the world...?

Frigates from the Royal Navy have been travelling all around the world for the past few months. Here are a few of the places they have visited...



**HMS Endurance**  
Place: Antarctica  
What's it like: Brrrr! Lots of snow and ice  
Capital: Not got one. Countries of the world share 'ownership' of Antarctica and promise to look after it, like Britain

**HMS Somerset**  
Place: Kotor  
Country: Serbia-Montenegro  
What's it like: Mountains, lakes and holiday beaches  
Capital: Belgrade

**HMS Campbelltown**  
Place: Aksaz  
Country: Turkey Capital: Ankara  
What's it like: Partly in Europe, partly in Asia, a central plain is surrounded by mountains

## The eyes of the Fleet

In Nelson's day the frigate was the most glamorous ship around.

Senior officers commanded the ships of the line, but these were like battleships - big, powerful but cumbersome ships which were difficult to sail in poor weather. Most frigates were agile, sturdy and well-armed for their size, and could prove a match for a bigger ship.

Nelson - who described frigates as "the eyes of the Fleet" - commanded his first frigate, the Hinchinbrooke, at the age of 20, and also commanded the frigates Albemarle and Boreas.

At that time frigates would sail with the battle fleets and act as scouts for the Admiral or rescue craft for damaged two- and three-deck ships of the line.

But they could also sail as lone 'cruisers', hunting and attacking enemy raiders or warships, ranging far and wide across the oceans and relying on the skill, bravery and intuition of their commanding officers to get them back safely to their home port - hopefully with some prize money to boot.

# why

do you nail your colours to the mast? In the days when flags were the main form of signalling, a ship would 'strike its colour', or pull down its flag, when it surrendered in battle. If the mast was shot away, and the colour with it, a sailor would take another colour and climb the stump of the mast, nailing it in place, to ensure that allies and enemies knew the ship was fighting on and not giving up.

## Backbone back with a big bang

For decades the very name 'frigate' disappeared from the navy as it concentrated on other types of warship.

By the time of World War II, Britain found itself hard-pressed to deal with German submarines which were sinking hundreds of merchant ships in the Atlantic.

As every possible warship was used to protect our convoys, naval leaders decided to build ships specifically designed to attack submarines and defend merchant vessels on the high seas.

The frigate was back. In 1942, the first frigates in generations, the River class, hoisted the Royal Navy's battle flag.

The huge scale of the war at sea meant that frigates were used for more than just

submarine hunting; some were given extra guns to protect against attacks by aircraft.

When the war ended, Britain found a new threat emerging to peace from the Soviet Union.

The Cold War as it became known was at its hottest at sea and Soviet submarines posed a great threat.

By the 1960s, the frigate was the backbone ship of the Royal Navy again.

None were more famous than the Leander class, named after the first



Under mean and menacing skies, modern frigate HMS Sutherland slices through the waves

ship HMS Leander. Twenty-six were built and called upon to perform general duties around the world until the early 1990s.

Today, the navy sails two different types of frigate: large Type 22 warships, such as HMS Cornwall and 16 smaller Duke class frigates (because they're all

named after Dukes) like HMS Sutherland.

Although they were designed with hunting Soviet submarines in mind, the end of the Cold War in 1991 meant they were needed for all sorts of jobs instead.

They can be found on patrol in the Gulf, Mediterranean and Atlantic daily.

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## This month

January 1, 1653: Pay was set at 24 shillings (£1.20) per month for Able Seamen - and stayed that way for 144 years!

January 4, 1879: The first victim of the Zulu war was a Royal Navy sailor - who was eaten by a crocodile

January 7, 1917: Sea lions were used in early anti-submarine warfare in Gareloch, Scotland

January 9, 1806: The funeral of Lord Nelson was held at St Paul's Cathedral in London

January 12, 1922: HMS Victory moved into No 2 Dock in Portsmouth Harbour - the oldest dry dock in the world

January 16, 1914: Submarine A7 was lost when she dived into mud in Whitesand Bay

January 17, 1912: Capt Robert Scott reached the South Pole - only to find a Norwegian flag fluttering there, as Amundsen had won the race to the Pole

January 20, 1921: K5, one of the steam-powered K-class submarines which earned a reputation for bad luck, was lost during exercises off the Scillies

January 21, 1866: The design of the 'parachute light ball' was designed - an early version of the starshell, used to light the scene of a battle

January 26, 1826: The last 'bomb vessel' in the Royal Navy, Sulphur, was launched at Chatham. Bomb vessels were used to fire a fixed-angle heavy mortar or howitzer gun at shore targets, and were no longer needed when more versatile Naval guns were invented

January 28, 1796: Admiralty shutter system telegraph began working to Portsmouth and Chatham. It was extended to Plymouth in 1806

## NEXT MONTH

The Royal Navy has featured in many films, TV and radio programmes over the years, from Cdr James Bond RN to The Navy Lark.

Find out more about the Navy on the big (and small) screen.

### Competition rules:

All Young Readers Club competitions are open to readers aged 16 or under, except employees of Navy News and their families or any company associated with the competition.

One entry per person. The decision of the judge is final. Full competition rules are available by contacting us at the usual address.





## Sea Cadets



# Three sons of Yorkshire get picked for their counties

**E**ASTERN Area has lately come up with three outstanding cadets who have each been chosen to represent their home counties.

Stephen Brown (left) is Lord Lieutenant SCC Cadet for North Yorkshire.

He joined York Unit as a Junior in 1996 and was quick to involve himself in District events such as the annual regatta and five-a-side football competitions. He also attended a Junior Camp at Arethusa.

Stephen went on to qualify in a wide range of subjects, including seamanship, communications, drill, physical training, power boating, canoeing, meteorology and full bore shooting.

He regularly uses his qualifications to help instruct younger cadets and in 2002 trained the Unit's drill squad for the District competition, taking first place and Best Squad Commander.

A great supporter of the newly formed Unit Band, he has turned his own considerable musical talent to teaching and composition. His original work *The Yorkie March* won him first place in the Area Band Competition. He is currently studying at Leeds College of Music.

Martin Copley (centre) will represent South Yorkshire. Currently studying 'A' levels in geology, psychology and chemistry, he hopes to join the Royal Navy as a Warfare Officer.

He joined Rotherham Unit in 1997 and has since developed as "a very smart cadet who

is always immaculately turned out, who carries himself well and strives to achieve the best possible result in all he does".

Martin now helps with the instruction of the more junior members of his unit. His main interests include powerboat work, for which he holds RYA Level 2. Last year he was Coxswain of the Unit powerboat handling team which came first in the Area competition.

He has also been part of the Armed Guard that has represented the Unit for the past two years in the National Drill Competition.

In the community, Martin is actively involved in raising funds for local and national charities and in the production of plays at his college.

Christopher Speight (right) is the cadet chosen for West Yorkshire. He already holds the Duke of Edinburgh Bronze Award and is expected to qualify for Silver by the summer.

A hard working cadet, he has been a member of Huddersfield Unit for six years. Last year he was part of the team which represented West Yorkshire in the Eastern Area Cadet Ceremonial Competition, in the Colour Bearers section. He also represented his Unit in the District five-a-side football competition.

Christopher enjoys sailing and canoeing. He holds qualifications in seamanship, mechanical engineering, first aid and expedition training. He too hopes to join the RN when he leaves school.



## Wedding bells ring out for Wallsend Unit couple

**WALLSEND** Unit provided a Guard of Honour when Civilian Instructors John Bradley and Dorothy Hindmarsh tied the knot at St John the Evangelist Church.

The service was led by Sea Cadet Corps Chaplain the Rev C. R. Bates.



## Sea Cadets



## In London's eye

Sea Cadets were popular with the crowds lining the streets of the capital for the Lord Mayor's Show.

Pictures: S. E. Rowse

## Rebel trains the trainers

FIRST Sea Cadet Unit to take part in staff training with TS Rebel at Walton on the Naze were TS Cardnell, from Maylandsea, Essex, under the command of CI John Gooderham.

Rebel's offshore training yacht took them out to sea from the backwaters of Walton for an exhilarating sail around the old wartime fort Roughs Tower off Harwich before locking into Shotley for the night.

The weekend outing provided a useful insight into sailing an offshore yacht and the training needed to obtain SCC and RYA qualifications.

## Blyth spirit shows in Force 10s

WHEN HMS Blyth visited her namesake port to receive the Freedom of the Borough, cadets from her two affiliated units were embarked for some sea experience – rather more than they had bargained for.



A party from TS Indomitable joined as the Sandown Class minehunter departed Faslane on the two-day transit around the north of Scotland while TS Plover met up with her in Blyth for the trip back – enduring Force 10 storms on the way.

It is reported that both units stood up well to some testing sea conditions and were ready to take on anything that was asked of them, including acting as 'tanky' in the galley, QM on the bridge and duty flunky for the Wardroom.

They also benefited from seamanship, communications and first aid training as well as experiencing part of ship work, diving briefs, weapon handling and lectures on mine warfare operations.

The Commanding Officer of HMS Blyth, Lt Cdr Anthony Long – himself a former Sea Cadet – said: "I think all the cadets enjoyed the experience and left with very positive views of life in the RN, despite being caught up in gales and being involved in the more mundane aspects of life at sea. "It was fantastic to give them this opportunity."

● HMS Blyth arrives back at Clyde Naval Base, Faslane

# BE READY BTEC BE A WINNER!



Today's Brightest Cadets now have a chance to win the World's Brightest Adventure Watch used by the SAS, SBS, US Navy Seal Teams and French Foreign Legion - THE P6500 BY H3!

Using technology once classified top secret and only available to active military personnel, Swiss made H3 watch dials are illuminated up to 100 times more than any other watch - ideal for zero or low light conditions. These watches are a **MUST** for the adventurous lifestyle of today's Cadet!

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To register to WIN the P6500 Watch by H3, visit  
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All entries must be received by 31 December 2003.

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## Sport

### Squash title goes west

THE most keenly fought Inter-Command Squash Championships in years were played out at CTCRM in Lymington with the veterans of Plymouth narrowly edging out the competition.

On paper, it looked like a three-way fight between Fleet, Naval Air Command and the Royal Marines.

But on day two, NAC lost two top players while Plymouth, already fielding three veterans, were strengthened with the inclusion of Admiral Lord Boyce.

Plymouth finished their matches with 13 points, but could have been overtaken had Fleet beaten Portsmouth 5-0 in their final game.

It wasn't to be: Portsmouth ran out 3-2 winners, handing the title to the west country side in the process.

Scotland were unable to field a side, and there were unfortunately not enough female entrants to warrant a women's competition.

There are still places for all categories in the RN Squash Championships at HMS Temeraire, January 30-31. Details from Lt Cdr David Cooke on 023 9272 3741. Closing date is January 23.

Inter Command Results: 1 - Plymouth, 13 Pts; 2 - NAC, 11 Pts; 3 - Fleet, 10 Pts; 4 - Royal Marines, 8 Pts; 5 - Portsmouth, 8 Pts.

### Indoor skiing

RN skiers who don't fancy the cold of the Alps or Pyrenees are being offered discount indoor skiing at the Snozone centre in Milton Keynes.

The PT and RO will subsidise 50 per cent of the cost, provide transport, and a bag meal from caterers. Details from LPT Carl Pattinson on military dial 9380 28668.

# To hell...(well the Azores) and back

SENIOR rates Scott Hislop and Mick Leonard found themselves and their boat tested to the limit when they put in for the demanding Azores and Back ocean race.

Just getting to the start line in Falmouth took nearly 12 months of planning and scouting financial backing for the venture in their Class 1 Westerly Storm 33 yacht Osprey of Portland.

Nearly 50 yachts lined up in Falmouth for the so-called AZAB race, bound for Ponta Delgada in the Azores.

The numbers were quickly reduced as the racers were battered by gusts of more than 40 knots on the first two days of the race, causing widespread seasickness and some retirements.

The duo feared a container ship would run them down, and they frantically waved flares at the oncoming vessel.

"He advised us that he had us on radar and would pass well clear. It didn't seem like it when he appeared to be bearing down on us," said Scott. "While he did pass clear, he was close enough for us to read his name without binoculars."

When the winds died, Charge Chief Scott and CPO Mick found their boat becalmed with little prospect of getting to the Azores.

They decided to retire, rush for Ponta Delgada and turn around for the race home.



● Azores bound: CCPO Scott Hislop and CPO Mick Leonard at the start line in their yacht Osprey of Portland

The run out to the Azores proved to be the calm before the storm literally as initially strong winds on the return leg grew stronger.

The pair were not helped by the boat's autohelm giving up, forcing the two sailors to share duties until reaching Blyth.

"Two hours on, two off doesn't sound bad, but when you're off the helm there is still navigation, weather downloads, food preparation and communications to deal with."

Boats making the run for home suffered quite a battering - including Osprey of Portland, said Scott. "A race update check revealed

that the trimaran Meridian had capsized less than 100 miles from the finish - the crew were rescued by a RN helicopter, but the yacht sank, which provided a reality check," he added.

With Britain looming ever larger and strong winds, the sailors' boat was making 8kts with the spinaker up.

"We pushed the limits, which was physically and mentally demanding, but we flew along," Scott added.

The boat crossed the line after nine hours and 10 hours at sea, taking Class 1 Line Honours.

"We enjoyed a huge sense of achievement in taking line honours after 1,285 miles of manual helming," Scott said.

"In 2,731 miles of sailing we both learned a great deal about sailing, each other, and how hard it is to bring a project like this to fruition."

"Was it worth it? Absolutely! Would we do it again? Too right!"

## High karate skills in Welsh contest



● Flying the flag for the RN in the Combined Services Karate Squad, (left to right) Mne Neil Wilson, PO(PT) Dale Ireland and Capt Graham Adcock, RM

THREE RN personnel joined Army and RAF counterparts when they represented the Combined Services at the Welsh National Open Karate Tournament.

Capt Graham Adcock RM from the Commando Helicopter Force HQ, HMS Caledonia's PO(PT) Dale Ireland were turning out for the CS side for the second year running, alongside new cap Mne Neil Wilson from CTC RM.

The CS team performed particularly well at the 2002 event and so had much to live up to - especially as the standard of competitors was particularly high.

The Services team took home a haul of two gold, one silver and nine bronze medals - PO Ireland personally picked up one silver and one bronze.

Their performances at the tournament helped the RN trio cement their places in the CS squad for the 2004 season.

## Dubai title for HMS Norfolk's Sevens

CREW from HMS Norfolk became the first RN team to win the esteemed Dubai Rugby Sevens contest when the ship took a break from operations in the Middle East.

As the Type 23 frigate put into Kuwait, 10 crew flew down to the United Arab Emirates to take part in the contest alongside teams from around the world in the International Overseas Social

League section of the trophy. A capacity crowd of 22,000 watched the 'Norfolk Brooms' beat a side from Lahore in Pakistan in a match which was beamed on satellite TV in the plate trophy final.

Earlier in the contest, Norfolk had seen off the only other RN challengers, the Naval Medical Services, whom they beat by a single try in the quarter final. Both sides were introduced to the England Sevens team and manager Joe Lydon.

Norfolk destroyed a team of London-based students 47-0 in the semi-final; group games in the Sevens had seen the sailors pitted against teams from Azerbaijan and Qatar Airways, plus the British High Commission.

Norfolk herself hosted the Duke of York as part of 'Britain in Kuwait week' before returning to anti-smuggling operations in the northern Gulf.

## Alpine trip on grapevine

THE GRAPEVINE Activities Centre at HMS Sultan is planning its 10th annual winter sports tour in the French Alps.

The centre, set up by RN chaplains, runs various leisure and sporting activities and introduced the winter sports event a decade ago after suggestions from regulars.

From a fledgling beginning taking just 10 people to Scotland, this year's tour is expected to involve 150 people on the slopes around Les Menuires in France.

Details from the centre on 023 9254 1015.

## Sail away in Canaries

SPACES are available the RN-RM Sail Training Centre's off-shore training exercise in the Canaries.

Exercise Green Season gives sailors of all abilities adventurous training aboard the RM yacht HMSTC Sarie Marais in a temperate climate but in open and demanding seas.

Courses run until the beginning of April. Details from CSgt Jordan on 01752 836926.

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## 'Q' punches above his weight to title



● Suits you sir: 'Q' Shillingford collects his title as RN Official of the Year from Rear Admiral Niall Kilgour, president of RN Boxing.

BOXING stalwart PO(PT) 'Q' Shillingford found himself lined up for another title - and this time didn't have to fight for it.

The popular Combined Services Boxing coach stepped into the ring to pick up the award of RN Official of the Year for his dedication to sport through 2003.

'Q', based at Royal Hospital Haslar and Fort Blockhouse has recently handed over the reigns of coaching the RN side.

But his efforts in the past three years did not go unnoticed among Naval sporting bosses who rewarded his dedication to service boxing.

Thanks to 'Q's leadership and some outstanding talent coming

through, most of the RN team have national rankings.

Five boxers have picked up international caps and TV viewers watched the Navy defeat a high-class Army side.

He was also renowned for giving RN boxers 'lethal' nicknames, such as Combined Services champion OM Mac 'Attack' MacDonald of HMS Invincible.

The petty officer has also extended his knowledge and enthusiasm beyond Naval boundaries, supporting sport in the Portsmouth community at youth centres and helping children with behavioural or educational difficulties.





## Richie and Tom are leaders of the pack



● **RL players' player of 2003**  
**LWEA Tom McKenna**

GREEN beret Cpl Richie Guy from 45 Cdo picked up the title of the RNRL Man of Steel for his performances throughout 2003.

The annual players awards for the RN rugby league side were presented after the team's final Inter Services clash at RAF Uxbridge.

Players' player of last year was LWEA Tom McKenna from HMS Gloucester, and his shipmate OM Mark Bowker collected the young player of the year title.

Elsewhere, former Royal Marine Jordan James' RL career moves on apace. A regular for the Sheffield Eagles since leaving the Corps, Jordan turned out for Wales in his country's three matches in the inaugural European Trophy contest.

Jordan ran in a try against Russia in Wales' 74-4 demolition job, but the Welshmen lost to both Australia and England.

■ RL club coaching courses are being held at HMS Temeraire between January 20 and 23 for PT staff only; a second course is lined up for March 23-25. Details from Steven Penberthy on military dial 9380 26718.

## Babas prove too strong

THE World Cup may have been raging Down Under but it didn't stop the Barbarians fielding seven internationals when they clashed with the Combined Services for the annual Remembrance Day match.

A crowd of 3,000 packed into the Army rugby stadium in Aldershot to see 80 minutes of high-octane union from both sides.

RN scrum half Dave Pascoe was the early points scorer for the Services when he landed a penalty. By then, however, the Babas had already run in a try through Portuguese international Goncalo Malheiro, which he converted.

After that the Forces held their ground for much of the match, with fine performances from prop Mattie Stewart, hooker George Kemble, lock Lee Soper and RN flanker Matt Parker.

No.8 Fijian international Alfred Vakacokovanua proved the Services' man of the match with awesome tackling throughout. He also ran in the Forces sole try.

Flashes of professional inspiration from Babas Ben Whetstone, Jason Foster sealed a 26-8 win for the professionals, but there was enough skill and promise from the military players to show that they are on a par with sides at the top end of National League One.

"Considering the strength of this Barbarians side, the Services stuck to their guns magnificently," said former Harlequin Howard Graham. "They matched the Barbarians in all phases of the game and only three flashes of professional 'know how' separated the teams at the end."

# RN and Raleigh take honours in titanic clashes

FIRST blood in the annual rivalry between the Army and Navy went to the Senior Service when its youth side ran out narrow winners.

The soldiers were strongly fancied for the U21 clash at Burnaby Road, but a slice of genius by Ch Josh Dranouiou in the closing minutes clinched a 24-20 victory for the Senior Service.

The game opened at a frantic pace which never let up, aided by referee Flt Lt David Sinclair who allowed the game to flow.

Sloppy defending on their 22 by the Army gave the Navy the chance to post the first points with a penalty.

It was soon followed by a converted Dranouiou try and a difficult conversion by MEM Scott Partis - who also played a starring role in the RNRL side this month - helped the Senior Service to a 10-3 lead at the break.

A Partis penalty after the restart bumped the Navy's lead up to 13-3 before the Army fightback began with some excellent attacking forays and flowing passing.

Two converted tries put the Senior Service on the back foot and gave the Army a 17-13 lead.

A Navy rally, some excellent last-gasp tackling by Dranouiou to thwart an Army try and a penalty nudged the RN in front with the clock ticking away.

With just two minutes left the Army thought they had clinched victory with a penalty to take a 20-19 lead.

As the seconds ran out, a jinking run from Dranouiou over 30 metres put the RN finally and decisively ahead. WEA Smallbone's



● **The RNRU U21 side celebrate their hard-fought victory over the Army**

conversion bounced off the posts, but it was too late for the soldiers to come back. Final score 24-20 to the RN.

Lady Band, wife of CINC Fleet Admiral Sir Jonathon who is also president of RNRU, presented the Buchanan Bowl to SLt Will Blackett, the U21s' captain - who was following in his father's footsteps.

Cdre Jeff Blackett is the RNRU RFU council member. The senior officer had only recently returned from Australia watching England's World Cup triumph, where he was on duties with the IRB.

He and his family turned out in force to cheer the RN U21s on and watched as Will lifted the trophy.

The Burnaby Road ground also hosted the Navy Cup Final which was as eventful off the pitch as on it.

A floodlight failure five minutes before kick-off did not stop HMS Raleigh taking on Collingwood at the end of a long road of matches which began back in September.

Raleigh bussed up four coachloads of

supporters from Cornwall to bolster the crowd, but they were soon silenced when Collingwood took the lead through an early penalty.

A magnificent pass from man of the match Diver Caruana to Chef Soro Ragede put the first points on the board for Raleigh, who added to their tally with a penalty converted by Caruana from 20 metres out.

Despite their dominance of the first half - a Caruana penalty on 39 minutes ended scoring for the period - Raleigh only led 11-3 at the break.

Collingwood emerged after the break determined to get back into the game.

But a penalty converted by WEA Smallbone for Collingwood was quickly cancelled out by Caruana at the other end.

Ragede then beat three opponents before passing to APP McDermott on the wing who ran in a try and put the ball down under the posts for an easy conversion.

Another Smallbone penalty pegged the score back to 21-9 in Raleigh's favour in the 63rd minute.

With both sides becoming increasingly tired, mistakes proliferated but neither team was able to take advantage and the game ended 21-9 to the Cornish establishment.

● (Left) The victorious HMS Raleigh side in yellow and blue grapple with Collingwood in the RNRU Cup Final

Picture: LA (Phot) Dave Griffiths



● **HMS Ark Royal's RU side were narrowly beaten when they took on Northern Rugby Club during the carrier's recent visit to Tyneside. The north-east club ran out 22-14 winners.**

Picture: LA(Phot) 'Herbie' Haycock

## Muddy waters fail to stop RL heroes

THE Navy's Rugby League squeezed through to the second round of the Powergen Challenge Cup - the sport's counterpart to the FA Cup - after knocking out Yorkshire side Normanton Knights in the mud.

The sailors and Royal Marines travelled to West Yorkshire where both sides found conditions tricky.

The home team were given a rude awakening when after a blank opening 20 minutes, LMEM Taff George broke the deadlock with a try on his first team debut. MEM Scott Partis - RNRL's own Jonny Wilkinson - converted from distance.

Five minutes later Scott, from HMS Invincible, intercepted a pass on his own 20 metre line and ran home close enough to the posts for a relatively easy conversion, giving the Navy a 12-0 lead.

Normanton woke up with two tries and a conversion to give the Navy just a two point lead at the break.

Straight from the second period kick off, Normanton scored an unconverted try, then piled on the pressure for the next ten minutes as they tried to crush the sailors.

But when Mne Mark Ives took a pass from Sgt Jamie Goss to score, the RN edged back in front. The Knights were twice within a whisker of scoring further tries but it was man of the match Scott

Partis who clinched victory with a penalty goal which completed the scoring at 20-14 to the RN.

Scott also played a major part in the GB Combined Services victory over their rivals from Australia.

OM Steve Lockton, LWEA Tom McKenna and Mne 'Heppy' Hepworth completed the RN line-up in the combined ranks.

The Aussies scored the sole try of a low-scoring, close affair at Hull Kingston Rovers' ground, watched by the city's Lord Mayor Cllr Ken Branson.

With the scores tied at six apiece, MEM Partis received the ball on the 20-metre line to slot home a drop goal which clinched the game in the forces' favour.

His winning score was celebrated especially by Cllr Branson, who like Scott was a RN stoker and Hull born and bred.

The talent in the fledgling RL side is beginning to become noticed beyond RN circles.

Cpl Richie Guy and LWEA Tom McKenna were picked for the Combined Services side in its traditional clash with the U23 Barla squad, the best youngsters in amateur RL.

The match at HMS Caledonia saw the civvies run out 42-16 winners, but MEM Partis at least walked off with the man of the match title - and scored the try of the contest.

● **MEM Atu Vuniwaqa and Mne Mark Ives defend a Normanton attack**

Picture: Peter Morley

## Support for grass roots

**RN RUGBY enthusiasts have been spreading the word of the game - and the service - in the Bath area.**

Rugby development officer CPO(PT) Billy May and RN selector Lt Mick Connelly dropped in on Downside Independent School to teach pupils rugby and a little about today's Fleet.

The sailors coached a group of 11 and 12-year-olds in handling and ball skills and over-saw tag rugby games.

And they left the school with an RNFU community rugby 'goody bag' plus tag rugby sets and balls donated by the Navy's sponsors, Rhino and Thales.



● **Pupils of Downside Independent School with their RN rugby 'goody bags' and rugby development officer CPO Billy May and RN selector Lt Mick Connelly**





# POWER AT SEA POINTS INLAND

● From page one

Changing World – Mr Hoon said the military had to channel its efforts and resources into equipment which would deliver what tomorrow's Armed Forces needed – dispensing with what was no longer relevant.

The plans for the future shape of the Armed Forces build upon the 1998 Strategic Defence Review, and lessons learned in the six years since then in operations as wide-ranging as Sierra Leone, Afghanistan, Iraq and the Balkans, as well as the after-effects of the terrorist attacks of September 11 2001.

After the apparent certainty of the Cold War, today's Armed Forces faced a world where, Mr Hoon said, new threats were emerging – and had to be challenged.

The MOD envisages the Royal Navy and Royal Marines, working with their sister Armed Forces and Allied nations, in operations as wide-ranging as:

- Counter terrorism
- Dealing with the proliferation of weapons of mass destruction
- Peacekeeping duties in tense regions such as we have seen in the Balkans

● Large-scale expeditionary warfare similar to Iraq in conjunction with partner nations

"This is a changing world and we must adapt if our Armed Forces are to stay ahead of potential adversaries. We must be prepared to make tough decisions to ensure that our Armed Forces are able to carry out the difficult tasks we ask of them," Mr Hoon said.

Referring to the Royal Navy's role specifically, he stated: "Our emphasis is increasingly on delivering effect from the sea on to the land, supporting forces ashore and on securing access to the theatre."

Mr Hoon said the changing nature of warfare meant some older RN ships which could "contribute less well to the pattern of operations" expected in the future might be paid off.

But he reaffirmed the MOD's decision to provide the Navy with two new aircraft carriers, the Joint Strike Fighter and the Type 45 destroyers to enhance its 21st century capability.

"The introduction of the two new carriers and the Joint Strike Fighter will offer a step change in our ability to project air power from the sea, while the Type 45 destroyer will enhance protection of joint and maritime forces," the Minister continued.

He said the future shape of the Armed Forces rested on more than just equipment – the training and support of their men and women would be vital.

He said recruiting initiatives would be stepped up to find fresh faces, while existing personnel would be looked after through initiatives such as targeted training, personal education, new housing schemes, new compensation arrangements and operational welfare packages.



## ROYAL LINKS RENEWED

THE DUKE of York represented the Queen, in hospital for a minor operation on the day she was to have attended the rededication of HMS Invincible at Portsmouth.

The Queen launched the carrier in her Silver Jubilee year of 1977 and was present at her commissioning in 1980 and re-commissioning after refit in 1989.

The ship returned to her Portsmouth base earlier last year after completion of a £64 million refit at Rosyth.

The Duke served in HMS Invincible as a Sea King helicopter pilot during the Falklands War in 1982.

Among the 2,000 guests were First Sea Lord Admiral Sir Alan West, C-in-C Fleet Admiral Sir Jonathon Band and ten former Commanding Officers of the ship.

THE UPGRAD-ED Sea King Mk 7 and the huge Naval effort to support operations have been singled out as linchpins in the military victory over Saddam Hussein's regime.

The National Audit Office also says the extensive military exercises in and off Oman two years ago – Saif Sareea II – proved invaluable in contributing to the swift defeat of Saddam's forces.

In one of the first official reports into the build-up to the war in Iraq and the subsequent four-week war fighting campaign to be made public, the office praises the deeds by Britain's servicemen and women – and those supporting them back home, especially when the military was coping with the firefighters' dispute at the same time.

The report – based on extensive interviews with front-line forces and senior commanders as well as a thorough study of documents and reports – says that Telic was "a significant military success".

In particular, it praises the rapid logistical build-up to the campaign by the three forces – with the RN and Royal Fleet Auxiliary playing a lead role – in deploying forces to the Gulf region.

The feat was achieved in 10 weeks – less than half the time it took UK forces 12 years ago in the first conflict with Saddam Hussein.

It took 78 ships in 113 sailings

## 'LINCHPINS' IN VICTORY OVER SADDAM Sea Kings scored in Iraq land war

and 360 aircraft sorties to complete the build-up in the region before operations could be launched.

The Audit Office praised the combined efforts of the three Services to ensure the amphibious task force was in place to support the assault on the Al Faw peninsula, and then remained there to support landward operations.

It also says the teamwork between the RN, RAF and Army was crucial in the capture of Basra on April 6, one of the cornerstone moments of the war.

The report says some important lessons can be learned from Telic – notably a greater stockpile of supplies is needed to support major operations on this scale.

The office is also concerned by undermanning in the forces, especially in key areas such as intelligence, the medical services and aircrew.

But it is extremely pleased by the showing of new items of kit introduced in battle for the first time, notably the Mk7 Airborne Surveillance and Command Sea King.

The office says the helicopters from 849 NAS made "a significant contribution" to operations on land, particularly in light of the tragic collision of two of the helicopters early in the conflict.

Despite the accident, the report says the Fleet Air Arm crews continued to play a vital role. "While the helicopter's radar is primarily designed to provide early warning radar coverage for the Fleet, its crews quickly realised

that the system had the potential to contribute to operations ashore by detecting land vehicles," the study says.

In the fighting for the Al Faw peninsula, the Sea Kings provided detailed target information to naval and ground forces so they could successfully deal with enemy ground elements.

The upgraded SA80A2 assault rifle, carried by all but a few troops, sailors and Royal Marines, also proved to be a success for the most part. Some troops reported problems with the weapon in desert conditions, but the Audit Office said there was now widespread acceptance in the Armed Forces that the improved model was an effective and reliable gun.

The auditors were also impressed by the high level of serviceability of vehicles and aircraft throughout Telic, especially during combat phases.

FAA aircrew maintained serviceability rates of more than 60 per cent of Sea Kings, Lynxes and Gazelles, despite the inhospitable conditions. The office adds: "Saif Sareea in Oman in autumn 2001 proved invaluable in preparing troops and equipment for a potential warfighting operation in an austere desert environment."

Despite the comparative success of combat operations by the three Armed Forces, the Audit Office concludes that the military – and the nation as a whole – still faces a stern test in Iraq.

"Reconstruction is not a simple task and a great deal remains to be done within the UK's area of responsibility," the report states.

## Portsmouth murder case re-opened after 17 years

THE NAVAL community has been asked to help with a murder investigation which has been re-opened 17 years after the crime was committed.

Linda Cook, aged 24, was sexually assaulted and murdered on an area of wasteland known as Merry Row in Portsmouth in the early hours of Tuesday, December 9, 1986.

Miss Cook, who was walking from a friend's house in Sultan Road, Buckland, to her home in Victoria Road South, Southsea, was attacked on the waste ground just off Lake Road in Landport.

Her partially clothed body was found later that day, and a post mortem revealed that she had been asphyxiated. She had also suffered a fractured jaw and spinal injuries, and the distinctive imprint of the sole of a training shoe had been left on her skin.

This imprint was one of the main lines of inquiry – leading to the case being dubbed the Cinderella murder – and it helped lead to the conviction of 19-year-old sailor Michael Shirley, who had been on shore leave that evening from his ship HMS Apollo.

Mr Shirley, of Leamington Spa, Warwickshire, served some 16 years in prison – always maintaining his innocence – before being freed by the Court of Appeal in July this year when the conviction was found to be unsafe.

Now – 17 years to the day since the murder – Hampshire Police have re-opened the case under the title Operation Eckford, using DNA as a focal point, and they have issued a plea to anyone with any recollections of the events of that time to come forward.

And although there is no suggestion that anyone in the Royal Navy at the time was responsible for the murder – and Michael Shirley is not a suspect – police chiefs hope that someone serving in the city in late 1986 may be able to provide a vital clue.

At a press conference in Portsmouth, Det Supt Alan Betts, who is leading the new investigation, admitted there were obstacles in their way.

"This will not be a conventional investigation," he said. "We no longer have a scene where the murder and sexual assault took place."

"We have no house-to-house inquiries to conduct, and we have none of the modern technology, such as closed circuit TV, which we would follow up in a murder inquiry today."

"We will have to work with what was collected all those years ago. This may cause problems."

"Some evidence may have been degraded over time. Scenes of crime work has advanced in the last 17 years, and there may have been things we would have recovered today that were not recovered at the time."

Chief Supt John James said: "We are not looking for a suspect in the Navy, but there was obviously a large transient population from the Navy in the city at that period, and it's possible one of them may have information which could help us."

"We appeal to anyone in the city serving in the Navy at the time – is there anything they think they ought to be sharing with us?"

□ Anyone who can help with information is asked to contact the Eastern Major Crime Team on 0845 045 4545.

ROYAL NAVY  RUGBY UNION

DIARY DATE 2004

ARMY V ROYAL NAVY  
SATURDAY 1 MAY 2004  
TWICKENHAM  
KICK OFF 1500



TICKET SALES  
from

1ST JANUARY 2004  
TICKET HOTLINE  
0870 4446633

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PORTSMOUTH, PO1 2HB